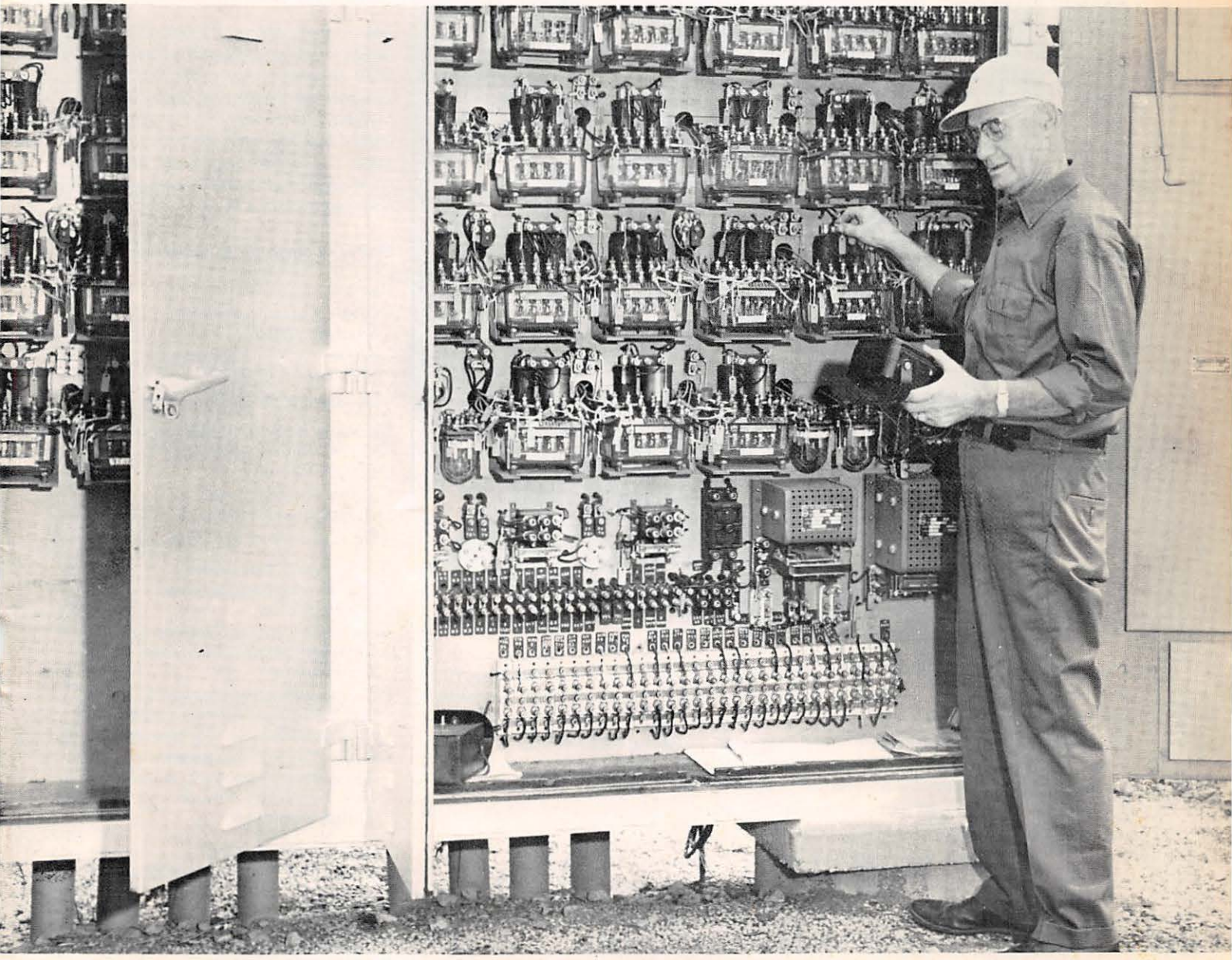
NOVEMBER, 1967

THE Signalman's JOURNAL



Cover Story — G. M. & O. Maintainer Covers Busy Territory

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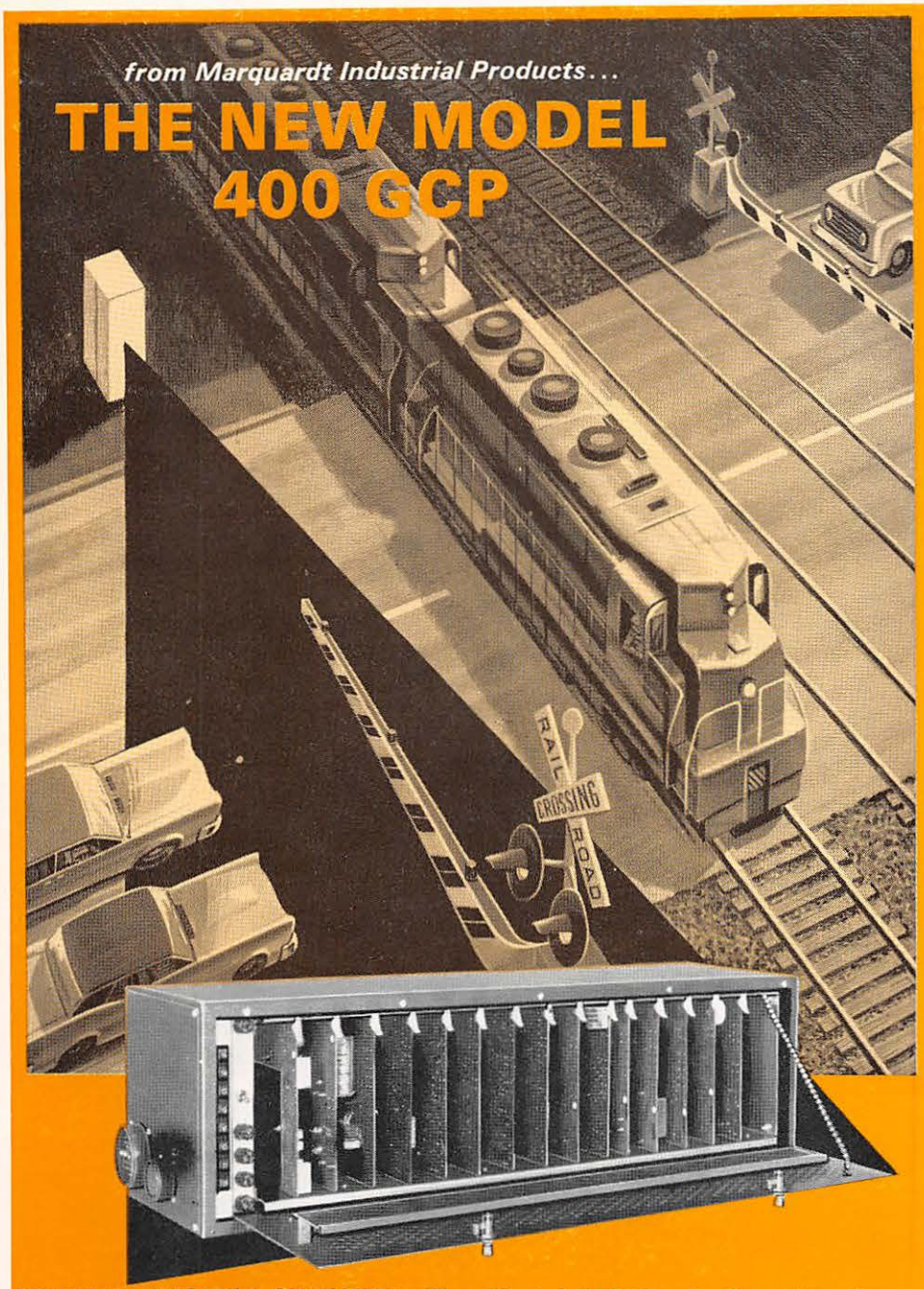

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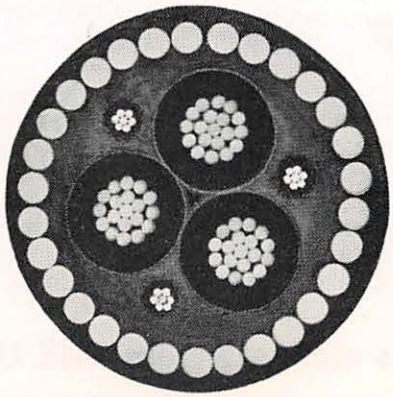

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THE Signalman's JOURNAL

OFFICIAL PUBLICATION BROTHERHOOD OF RAILROAD SIGNALMEN

Paul T. Drummond, Editor and Manager
2247 Lawrence Ave., Chicago, Ill. 60625

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Determine Your Rights Under FELA

Members who are injured on the job and the dependents of those members who have been killed or have died as the result of such injuries should by all means ascertain their rights and benefits under the Federal Employers' Liability Act before attempting any settlement with the railroad.

Below is a list of attorneys who, on the basis of information made available to us, are competent to give full information and assistance to those in need of it.

This list is compiled and maintained on the strength of information furnished us by both attorneys and members. The accuracy of the list that we will publish from time to time depends entirely on the information furnished us. Therefore, everyone concerned is urged to keep us informed regarding cases handled, nature of the case, terms of the settlement, commendations, criticisms, etc.

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A Message From President C. J. Chamberlain

THE AWARD OF ARBITRATION Board No. 298 in our Travel, Time and Expense Case, was signed by all members of the Arbitration Board on September 30, 1967. The content of the Award and a history of the dispute leading up to it by the neutral members of the Board are reproduced for your ready reference on pages 234 through 238 in this issue of the Journal.

In our opinion, the Award is very disappointing and is grossly inadequate in its findings. In this day and age anything less than full actual expenses to employes who are required in the course of their employment to be away from home is a gross injustice, and completely fails to recognize equity for such employes.

Our Vice Presidents and Grand Lodge Representatives are currently working with our General Chairmen to determine the proper elections which must be made by December 31, 1967, under Section V of the Award. Our Grand Lodge Officers will meet at Grand Lodge Headquarters on November 16 and 17 to go over all elections and current agreement provisions on all properties to insure that our members receive all benefits due them under the provisions of the Award.

As stated above, we are not happy with this Award, and will never be satisfied until our members receive that to which they are entitled, i.e., actual expenses when away from home.

As we reported to you in the last issue of *The Signalman's Journal*, our Grand Executive Council and Board of Trustees met in a joint session at Grand Lodge Headquarters on October 3 and 4, 1967. In a busy two day session plans were formulated for an individual wage move by our Brotherhood to be inaugurated immediately on March 1, 1968, the date of the expiration of the current moratorium provision of the January 13, 1967 Agreement. A committee is currently working on the content of this notice and it is our plan to have the notice in the hands of the General Chairmen for approval shortly after January 1968.

In other action, a committee was appointed at the joint session to draft a basic training program agreement which can be used as a guide for negotiating training programs on any carrier. Our Canadian members have made great strides with signal training programs, and the results have been, for the most part, highly successful. Training of signal employes is absolutely essential and the Brotherhood of Railroad Signalmen will cooperate with management on any carrier in every possible way to see that proper training programs which protect the interests of our members, are adopted.

Another subject of importance to our members considered at our meeting, was the discussion of the Travelers Group Policy GA-23000 which will expire on February 28, 1968. Your Grand Executive Council has approved joining with other non-op organizations who are participants in this policy, in serving a Section 6 Notice on all carriers on October 30, 1967, providing for extending, revising and improving the provisions of GA-23000.

Conferences on our September 1, 1967, Travel, Disability and Sickness Insurance Notice have been concluded on most properties and we will be contacting the Chairman of the National Railway Labor Conference in the near future, to request that negotiations begin on a national basis.

I am pleased to announce the appointment of Brother John T. Bass, former General Chairman on the Louisville and Nashville Railroad, as a Grand Lodge Representative at headquarters in Chicago, Illinois. Brother Bass' appointment was unanimously approved by the Grand Executive Council, and we look forward to our association with him at Grand Lodge. I am confident that he will make an excellent officer and will be a definite asset to our team of Grand Lodge Officers.

Our Grand Executive Council and Board of Trustees meeting at Grand Lodge Headquarters on October 3 and 4, was most productive and it was indeed encouraging to me to see the spirit of cooperation that prevailed, and the desire of all of our officers to get our Brotherhood moving.

We cannot be successful in our endeavors without your cooperation, and we urge you to take an active part in your Local affairs. It is time for each of you to start thinking, talking, and promoting for the Brotherhood of Railroad Signalmen. Be proud of your union and don't be afraid to stand up and speak out for what you think is right.

C J Chamberlain

President

Shown above are the Grand Executive Council and Grand Board of Trustees during their meeting held at Grand Lodge Headquarters last month. From left to right, are: W. D. Wilson, trustee; W. H. Lewis, chairman of the Board of Trustees; Vice Presidents C. S. Chandler and G. Orndorff; Secretary-Treasurer P. T. Drummond; Vice President R. T. Bates; President C. J. Chamberlain; Vice Presidents T. H. Gregg, M. B. Frye and B. H. Steuerwald; Grand Lodge Representative H. A. Stockdale, and Trustee C. R. Scott.

GM&O Maintainer Covers Busy District

(Editor's Note: Since this article was prepared, Brother Zimmerman retired to enjoy a well-earned rest.)

by Donald Sims

DURING THE MANY YEARS that he's been a signalman, Louis Zimmerman has drawn a paycheck from three different railroads. Far from being a widely traveled boomer, Zimmerman has spent most of those years near Alton, Illinois where despite the change of names involved among carriers, he's managed to hold onto practically the same seniority district since 1938.

Now reaching an age where he's contemplating retirement, Brother Zimmerman can look back on a varied experience that spans many years of change in railroading, not the least of which is the turnover in corporate names that were printed on his paycheck.

Quite a bit of water has gone under the bridge since Louis Zimmerman first thought about working for a railroad. Change has been a constant companion and now in the twilight period of his railroading career he's faced with another switchover, this time to one of the more advanced signaling techniques that can be applied to the control of train movements. A General Railway Signal Co. "Traffic Control System" has recently been installed and cut into the circuits which Louis Zimmerman now services on a section of single track line several miles northeast of the St. Louis metropolitan area.

Currently listed on the Gulf, Mobile and Ohio payroll, Zimmerman's seniority date was originally pinned to a Chicago and Alton trademark. His earliest working years were spent not too far from his current home and section headquarters, Godfrey, Illinois, a small community just north of Alton's city limits.

The first years were spent in construction projects, mostly in the area of central and southern Illinois. By 1938 Zimmerman managed to hold a maintainer's classification, bid in on the Godfrey section and has been a home guard ever since.

During the intervening years the Baltimore and Ohio image was substituted for that of the Chicago and Alton, finding Zimmerman still at Godfrey. In subsequent years the GM&O corporate name took over from the B&O, so then Zimmerman's section took on a new owner, and he was issued a different paycheck. So over the years the Godfrey maintainer has had more than one boss, but he's performed satisfactorily for all of them.

Among the thousands of miles of roadbed which make Illinois the country's most heavily populated railroad state, GM&O's Godfrey maintainer is assigned a segment north of Alton that covers twenty-five miles of single track line. The majority of this assignment is of main line character, a part of GM&O's Eastern Division, but there's also an additional segment of branch line track, part of what's known locally as the "Roodhouse Line." This latter track derives most of its business from coal traffic, providing a linkage for heavy-tonnage unit trains which originate in Southern Illinois and travel north to fuel a public utility. Here Zimmerman services a couple of standard-type block signals a short distance from Godfrey, while the balance of this territory is then operated under train order authority.

By contrast, all main line trackage is TCS controlled from a central location at Bloomington, 125 miles north of Godfrey. That portion of the installation between Bloomington and Wann, where double track takes over is controlled by a GRS Type K coding system including 26 electric switch machines and 96 color light signals.

Gulf, Mobile & Ohio's Eastern Division pretty well covers the carrier's interest in the state of Illinois, connecting Chicago with the St. Louis area via Bloomington and Springfield. Outside of a short segment of line through the State Capital at Springfield, the traffic control system embraces all roadbed along the way to Wann. Here, train order authority and automatic block signals control the double track line on into East St. Louis and St. Louis. Freight movements use an East St. Louis terminal, while first class schedules cross the Mississippi into St. Louis.

Known as Subdivision 2, the 154 mile district south of Bloomington handles a fair amount of first class scheduling in addition to its freight traffic. Three passenger trains in each direction pass by Godfrey, and

Brother Zimmerman checks on train movements in his area with the dispatcher.

Testing relays is a regular part of Brother Zimmerman's duties.

the second class timetable page has 8 entries opposite the station name, four of them to and from the Roodhouse line. This latter subdivision contributes 120 trains a month, making the 8-mile Godfrey-Wann portion of Zimmerman's assignment the heaviest traveled.

Originally, the railroad ran through the town of Alton, but a short by-pass was subsequently constructed, and now main line trains skirt the city limits of the town while a branch connects the town proper with main line roadbed.

A profile of Zimmerman's section provides for a short upgrade going northward from Godfrey to Brighton, the next station beyond the maintainer's home base. This is typical Illinois terrain, where the 200 ft. increase in altitude becomes fact only after a 14 mile trip, but it's still enough to slow down the progress of heavy freights. Barring a slight dip, the balance of the subdivision north to Bloomington varies little in its elevation.

Moving northwards from Wann, where double track comes to an end, and the Type K coding takes over control of train movements, Zimmerman's district extends 8 miles to Godfrey, site of his tool house. In the meantime a slightly longer route takes off from Wann, heads west and then north through Alton, rejoining the cut-off near Godfrey. Coal trains taking the Roodhouse line will move through a power switch just north of the Godfrey depot, then bear off northwestwards over rails of GM&O's Western Division. Brother Zimmerman goes out on this route for a mile or so to take care of a home signal protecting the junction.

A considerable amount of signaling equipment is bunched around the junction area at Godfrey.

There's a major road crossing which requires crossing gates, a powered turnout to provide a route for coal trains and a couple of bridge type and side mounted signal sets.

Most turnouts are designed for 40 mph speeds for passenger and 15 miles an hour speeds for freight movements. The turnout at Godfrey is an exception, restricting passenger movements down to a 30 m.p.h. entrance.

From Godfrey, where a long, 286 car siding is laid, the GM&O railroad follows a northward course to Brighton, some 6 miles away, where the CB&Q crosses at grade, and an automatic interlocker installation provides protection for train movements. The next siding beyond Godfrey is a place called Shipman, almost 8 miles beyond the Brighton crossing and the north limit of Zimmerman's responsibility.

In the Godfrey maintainer's inventory is the usual roster of powered switch machines, signals and crossing signals. The territory is open, but not paralleled too well by a road system so most of Zimmerman's maintenance work is accomplished astride a motorcar, traveling over the district which is primarily equipped with 115 lb. rail. Power for the system, of General Railway Signal origin, is pro-

Brother Zimmerman holds "squawk box" used to contact dispatcher.

vided by an outside source and is fed into the line at a 220 AC measurement.

One of the more useful tools in Zimmerman's tool bag is a portable telephone which goes with him everywhere. A recent development, this communicator is slightly larger than a man's hand and weighs a couple of pounds. In several locations along the right of way the dispatcher's communication wires are spliced to feed into a jack which is mounted on a pole at ground level. To contact a dispatcher, the signalman simply plugs his portable phone into the jack, and from that point on is able to carry on a two way conversation with the train controller. It's a very handy thing to check on train movements or to report in to headquarters when needed. These phone jacks are situated at frequent intervals along the roadbed for the convenience of maintenance of way employes.

While the TCS installation from Bloomington to Wann is of recent date, having been put into operation during the latter part of 1965, Lou Zimmerman has been patrolling this district since 1938. A long time member of the labor movement, the Godfrey Signalman has been carrying a Brotherhood card since 1920. Presently a member of Local 85, Lou Zimmerman at one time served as Local Chairman four years.

Here, Brother Zimmerman inspects a highway grade crossing gate mechanism.

Lou isn't the only Zimmerman who spent a lot of years with three different carriers in the same territory. His brother Frank worked for the same roads. Now retired, Frank Zimmerman didn't railroad quite as long as Lou, because he only managed to get 35 years in by the time he called it quits as a case wireman in a signal gang. A supervisor recently remarked that when Lou retires it will mark "the end of the Zimmerman reign," a wistful reminder of the many years of faithful service racked up by the two signalmen.

In his personal life, Lou Zimmerman is most proud of his two sons, whose pictures are displayed in the neat frame house located in Godfrey, within a block of the GM&O depot. He really doesn't need pictures to remind him, since both boys live nearby, along with a heritage that includes five grandsons and a grandaughter to keep things humming. One son is an official in a local box board factory, the other works at an oil refining plant. Both served their country in Naval uniforms, Louis in World War II and Sterling was seaborne during Korean campaign days.

An outdoorsman by vocation, the GM&O signalman finds hunting and fishing appropriate spare time interests, and especially an off-shoot from the former activity, dog raising. In the backyard of Zimmerman's home there's a small kennel which presently houses four fine pointers, all registered stock. The hunting in nearby counties is quite good and the dogs have their abilities tested on frequent occasions. Zimmerman is most proud of one dog, the son of a national champion, who carries his blue blood into the field in search of local pheasant and quail, a favorite ob-

Putting his motorcar away at the end of a day's work is a regular chore for Brother Zimmerman.

Now that he has retired, Brother Zimmerman has plenty of time to devote to his prize dogs.

jective of the maintainer's shotgun.

To Lou Zimmerman, change has been a constant companion. And its made those many years of railroading pass by rather quickly, while working for three different railroads — and still being a home guard.

Drive Underway To Weaken Railroad Retirement System

THERE IS APPARENTLY AN organized drive to obtain the support of railroad employes for the enactment of the Daniels Bill (H.R. 4706). This legislation would amend the Railroad Retirement Act to permit employes to retire on a full annuity at any age after completion of 30 years of railroad service. Many well-intentioned railroad employes are writing to their Congressman or signing petitions on behalf of this legislation without fully realizing the serious consequences of their actions. Although on the face of it, such a change appears to be very desirable, there are many reasons why the leaders of railroad labor have not supported such legislation in the past and are not supporting it now.

For one thing, to permit employes to retire at any age after completion of 30 years of service would be such a costly proposition that it could well wreck the railroad retirement system. The actuaries of the Railroad Retirement Board estimate that this legislation would cost $112 million a year. At the present time, the Board reports that the system has an actuarial deficiency of $44 million a year. Passage of the Daniels Bill would raise this deficit to $156 million a year or 3.27 percent of payroll under the present tax limit of $550 a month.

If such early retirement were permitted, there are only two ways in which the railroad retirement system could be put back on a reasonably sound financial basis. These would be either to raise taxes or to cut benefits or to do both to some degree. It is clear that we are approaching the point where taxes cannot be raised much higher. Under the present law, the employe tax rate is now 8.65 percent (including medicare) and is scheduled to rise eventually to 10.4 percent. The only other way the integrity of the system could be maintained would be to reduce benefits. Would anyone suggest taking money from widows, dependent children or parents of deceased railroad employes, especially in the face of today's constantly rising living costs? Obviously, such an approach is unthinkable.

Even if financing were not a problem, there is a serious question as to the desirability of such legislation. We all know that the people who are pushing the hardest for earlier retirement have no intention of leaving the Nation's labor force. After all, there may be as many as 100,000 active employes in the railroad industry with 30 years of service who are under the age of 55. Many of these people would retire in name only; they would go out and get other jobs. They could afford to work for less pay because they would have a substantial annuity income to rely upon. The effect of all this could well be to weaken the bargaining position of other workers.

Another point to consider is that an employe can now receive credit for more than 30 years of service towards his railroad retirement annuity. Each year of additional service substantially increases the annuity an employe will receive at retirement. Consequently, taking this and all other factors into account, leaving the industry upon completion of 30 years of service may not be in an employe's best interest in the long run.

Your organizations are vitally interested in improving the railroad retirement system and the protection it affords to career railroad employes. The benefits railroaders have today could only have come about through their initiative and strong support. As a matter of fact, we have legislation pending before Congress right now that will improve the system and raise benefits substantially. Consequently, if anyone approaches you to sign a petition to amend the Railroad Retirement Act, check with your organization. You can depend on it to give you straight facts as to whether or not such changes deserve your support.

Buy U. S. Savings Bonds

Arbitration Board Makes Award On

Travel Time And Away From Home Expense Dispute

ARBITRATION BOARD NO. 298 made an award on September 30 covering the dispute between Five "Non-Op" unions and the nation's railroads involving away from home expenses and travel time pay. The award is a binding agreement on all parties and became effective October 15, 1967.

The findings of the Arbitration Board read as follows:

"The Board of Arbitration provided for in the Arbitration Agreement of July 19, 1967 having been named and constituted in accordance with said Arbitration Agreement and in accordance with the provisions of the Railway Labor Act, after hearing the parties or their representatives and considering the testimony, exhibits and arguments presented, does hereby make its Award as follows:

"I. The railroad company shall provide for employees who are employed in a type of service, the nature of which regularly requires them throughout their work week to live away from home in camp cars, camps, highway trailers, hotels or motels as follows:

A. Lodging

"1. If lodging is furnished by the railroad company, the camp cars or other lodging furnished shall include bed, mattress, pillow, bed linen, blanket, towels, soap, washing and toilet facilities.

"2. Lodging facilities furnished by the railroad company shall be adequate for the purpose and maintained in a clean, healthful and sanitary condition.

"3. If lodging is not furnished by the railroad company the employe shall be reimbursed for the actual reasonable expense thereof not in excess of $4.00 per day.

B. Meals

"1 If the railroad company provides cooking and eating facilities and pays the salary or salaries of necessary cooks, each employee shall be paid a meal allowance of $1.00 per day.

"2. If the railroad company provides cooking and eating facilities but does not furnish and pay the salary or salaries of necessary cooks, each employee shall be paid a meal allowance of $2.00 per day.

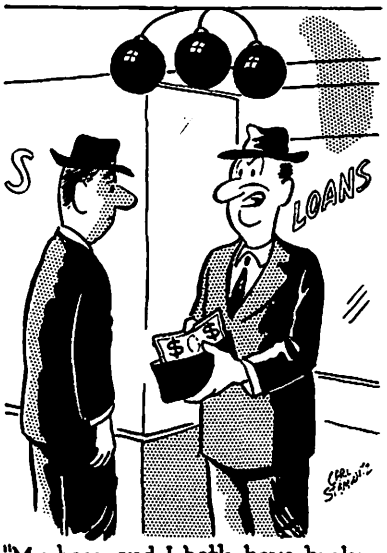
"3. If the employees are required to obtain their meals in restaurants or commissaries, each employee shall be paid a meal allowance of $3.00 per day.

"4. The foregoing per diem meal allowance shall be paid for each day of the calendar week, including rest days and holidays, except that it shall not be payable for work days on which the employee is voluntarily absent from service, and it shall not be payable for rest days or holidays if the employee is voluntarily absent from service when work was available to him on the work day preceding or the work day following said rest days or holiday.

C. Travel from one work point to another.

"1. Time spent in traveling from one work point to another outside of regularly assigned hours or on a rest day or holiday shall be paid for at the straight time rate.

"2. An employee who is not furnished means of transportation by the railroad company from one work point to another and who uses other forms of transportation for this purpose shall be reimbursed for the cost of such other transportation. If he uses his personal automobile for this purpose in the absence of transportation furnished by the railroad company he shall be reimbursed for such use of his automobile at the rate of nine cents a mile. If an employee's work point is changed during his absence from the work point on a rest day or holiday this paragraph shall apply to any mileage he is required to travel to the new work point in excess of that required to return to the former work point.



"My boss and I both have brokers —only his is a stock, while mine is a pawn!"

"II. Employees (other than those referred to in Section I above and other than dining car employees) who are required in the course of their employment to be away from their headquarters point as designated by the carrier, including employees filling relief assignments or performing extra or temporary service, shall be compensated as follows:

"A. The carrier shall designate a headquarters point for each regular position and each regular assigned relief position. For employees, other than those serving in regular positions or in regular assigned relief positions, the carrier shall designate a headquarters point for each employee. No designated headquarters point may be changed more frequently than once each 60 days and only after at least 15 days' written notice to the employee affected.

"B. When employees are unable to return to their headquarters point on any day they shall be reimbursed for the actual reasonable cost of meals and lodg-

ing away from their headquarters point not in excess of $7.00 per day.

"C. An employee in such service shall be furnished with free transportation by the railroad company in traveling from his headquarters point to another point, and return, or from one point to another. If such transportation is not furnished, he will be reimbursed for the cost of rail fare if he travels on other rail lines, or the cost of other public transportation used in making the trip; or if he has an automobile which he is willing to use and the carrier authorizes him to use said automobile, he will be paid an allowance of nine cents for each mile in traveling from his headquarters point to the work point, and return, or from one work point to another.

"D. If the time consumed in actual travel, including waiting time enroute, from the headquarters point to the work location, together with necessary time spent waiting for the employee's shift to start, exceeds one hour, or if on completion of his shift necessary time spent waiting for transportation plus the time of travel, including waiting time enroute, necessary to return to his headquarters point or to the next work location exceeds one hour, then the excess over one hour in each case shall be paid for as working time at the straight time rate of the job to which traveled. When employees are traveling by private automobile time shall be computed at the rate of two minutes per mile traveled.

"III. The railroad company shall provide for dining car employees as follows:

"A. When dining car employees are required to lay over at other than home terminals overnight, lodging shall be furnished by the railroad company.

"B. Dining car employees required to lay over at other than home terminals for a period of eight hours or more shall receive a meal allowance of $1.50 except that no allowance shall be paid to employees released after 7:00 p.m. and scheduled to report before 7:00 a.m. the following day. A second meal allowance of $1.50 will be provided if the employee's period of layover extends beyond 24 hours from the time of release at the away from home terminal.

"IV. Except as benefits have been awarded in Sections I, II, and III and subparagraphs thereof, all other requests contained in Article IV of the employees' Section 6 Notice of May 10, 1966 are denied.

"V. Insofar as there are presently agreements in effect between any of the carriers and organizations party to this arbitration which agreements include provisions dealing with the types of employee benefits provided for in Sections I, II, and III, and the subparagraphs thereof in this award, the organizations party to such existing agreements shall have the option of accepting any or all of the benefits provided in this award or of continuing in effect any or all of the provisions of the existing agreement in lieu thereof. Such election must be exercised on or before December 31, 1967. There shall be no duplication of benefits.

"Executed this 30th day of September 1967 in the city of Washington, D. C."

The Arbitration Board consisted of two neutral members, two carrier members and two Union members. At the time the Award was released, the neutral members issued an opinion which gives a history of the dispute and other information pertinent to the issues involved. The statement by the neutral members, in part, reads as follows:

History of the Dispute

"The carrier parties before this Board are 202 line-haul railroads and terminal and switching companies which are listed in carriers' Exhibit 1 and are represented here by the National Railway Labor Conference and the Southeastern, Eastern and Western Carriers' Conference Committees. The employee parties are the Five Cooperating Railway Labor organizations including the Brotherhood of Railway, Airline and Steamship Clerks, Freight Handlers, Express and Station Employees, Brotherhood of Maintenance of Way Employees, Transportation Communications Employees Union, Brotherhood of Railroad Signalmen, and the Hotel and Restaurant Employees and Bartenders International Union.

"The carriers before the Board constitute more than 95 percent of the entire railroad industry, and the employees constitute about 65 percent of the non-operating employees and about 40 percent of all railroad employees.

"On May 10, 1966 these organizations served on the carriers certain uniform notices under Section 6 of the Railway Labor Act proposing a number of revisions in and additions to their collective bargaining agreements. Those notices originally contained a substantial number of proposals and with the exception of the issue submitted to this Arbitration Board all of the other proposals were either withdrawn or settled as part of the agreements entered into in December 1966 and January 1967. The issue not disposed of was that set forth in Article IV of the organizations' proposal which was entitled 'Travel Time and Expense for Employees Required to Work Away From Their Home Stations.'

"By the agreements reached in December 1966 and January 1967 the parties agreed to resume direct negotiation on the proposals contained in Article IV on or about June 1, 1967. It was further agreed that if that proposal was not resolved in direct negotiations or in mediation it would be submitted to arbitration, and it was pursuant to that agreement that this Arbitration Board was eventually established.

"This is an arbitration pursuant to the provisions of the Railway Labor Act, Sections 7, 8 and 9. The agreement to arbitrate was duly executed by the parties on July 19, 1967 and said agreement conforming in all respects to the requirements of Section 8 of the Railway Labor Act is attached hereto and marked Appendix 1.

"The six man Board of Arbitration was chosen as follows. The Carriers named A. E. Egbers and R. H. Harvey as their arbitrators; the Employees named G. E. Leighty and H. C. Crotty as their arbitrators; the parties failed to name the two additional arbitrators within the time provided, whereupon the National Mediation Board named and certified Paul D. Hanlon and David H. Stowe as the fifth and sixth members of the Arbitration Board.

"The Board of Arbitration met on August 8, 1967 at 10:00 a.m. at Chicago, Illinois. The Board organized and selected Paul D. Hanlon

as Chairman and established all necessary rules for conducting its hearings. The hearings commenced on August 8, 1967 and continued thereafter for a total of eight days. Full opportunity was afforded to the parties for a full and fair hearing and the Board granted to the parties the opportunity to present evidence in support of their positions and an opportunity to present their cases in person, by counsel or by other representatives as they elected. The parties entered their appearances as indicated above.

"All testimony before the Board was given under oath as required by the Railway Labor Act.

"The hearing was officially closed on August 18, 1967 and thereafter the Board met in executive session on several occasions at Washington, D. C. The Arbitration Agreement provided that the Board should make and file its award prior to September 26, 1967. However, prior to that date the parties stipulated and agreed that the time for making and filing the award would be extended to and including October 4, 1967 and the written and executed stipulation to that effect is in the record. This stipulation does not alter the effective date of the award which by the terms of the original Arbitration Agreement remains October 15, 1967.

Statement of the Issues

"Paragraph III of the Arbitration Agreement provides as follows:

> 'The specific questions to be submitted to the Board for decision are:
>
> 'What disposition shall be made of the issues raised by Article IV as set forth in notices served by the employees, pursuant to Section 6 of the Act on May 10, 1966 reading as follows: "Article IV—Travel Time and Expense for Employees Required to Work Away From Their Home Stations." '

Discussion

A. General Considerations

"Even a superficial review of the proposal of the organizations will indicate that numerous issues are involved. A more comprehensive study reveals that many of the issues are complex, and unnumerable variables are introduced by the fact that uniform rules are sought to cover five different classes of employees. As between these classes and also within the classes the travel and working conditions vary considerably with consequent variations in

"I suppose next they'll want to take out a deduction to cover the cost of taking out deductions!"

the needs of the employees and the problems of the carriers.

"In this context we have found it expedient both in our award and in this discussion to organize the issues into three basic sections. The first section deals essentially with employees living in camp cars, the second section deals with employees required to work away from their headquarters points other than those assigned to camp cars and other than dining car employees and the third section deals with the issues relating to dining car employees.

"Before turning to this outline of the specific issues, there are certain general considerations which should be reviewed. The carriers urge that this Board should reject the proposal of the employees in its entirety. The thrust of the carrier argument in this respect has been set forth in capsule form in the following excerpt quoted from the carriers' brief:

> 'The ultimate question of pervasive significance in the case is this: In view of what the organizations have bargained for over the years and in the immediate past, and in view of what they are assured of receiving in the immediate future, should additional benefits of the kind requested be interposed at this time?'

"In pursuit of a negative answer to the foregoing question the carriers contend that these away-from-home conditions have always existed and that over the years the organizations have elected to stress these costs as one ground for basic wage increases rather than pressing for specific away from home expense allowances; that these employees are already well compensated in comparison with their counterparts in other industries, particularly in the light of the wage and benefit increases already negotiated in current settlements; that the financial condition of the railroad industry although relatively improved in 1965 and 1966 is still not good, and that due to variations in local conditions, provisions of the type sought here are better negotiated on a local basis on each individual railroad.

"Each of these points has some validity, and we have not been unmindful of them in arriving at the extent and amount of the benefits provided in our award; yet even weighed collectively they do not persuade us that this Board can completely ignore the obvious existing inequities as between employees living at home and those required to do the same job for the same wage at an away-from-home location.

B. Camp Cars

"A considerable portion of the case presented by the employees before this Board was directed to the plight of the employees who are required in the course of their employment to live away from home in camp cars or similar accommodations. The employees involved are primarily maintenance of way employees who are engaged in the construction, reconstruction, maintenance and repair of the roadway, bridges, buildings and other structures and the signalmen who perform similar services in connection with the signaling devices and systems. While many of these men are laborers, there are a significant number of more skilled employees in the group.

"These traveling crews generally live in camp cars furnished by the railroad which consist of remodeled box cars or passenger coaches which are moved from one location to another over the carrier's lines as the maintenance work progresses. Some carriers provide highway trailers for the accommodations of the crew in place of camp cars.

"The practices now in effect on various railroads in connection with lodging and meal arrangements provided for these camp car employees vary considerably. Most carriers furnish basic sleeping accommodations to the employee free of charge but in some instances employees must pay for this lodging or furnish their

own mattresses and in most cases employees are required to provide their own blankets, linens, towels and soap.

"In most cases the railroad provides physical facilities for cooking and eating in the camp cars, but from that point on the arrangements for the preparation of the food and payment for food costs are the subject of infinite variations on the various railroads. Some carriers pay the salary of a cook, depending upon the size of the work gang. In other situations the men are required to do their own cooking, and in still others the food is furnished by the foreman of the gang or by a commissary company. In some instances the employees eat in restaurants. In virtually all cases, however, the actual cost of the food is paid for by the employee. (There is evidence of a single exception where one railroad company pays one-half the food cost.) As might be expected the food cost to the employee varies widely depending upon the method used. The evidence indicates that costs run from a low of $1.05 a day in situations where the railroad company provides facilities and pays the salary of the cook, up to as high as $5 and $6 a day when the employees must eat in restaurants.

"It seems beyond dispute that, even under the best conditions presently available, the living conditions of men assigned to traveling gangs in camp cars are difficult and unsatisfactory. While certain of the undesirable aspects are inherent in the nature of the required service and are unavoidable, nevertheless we conclude that the great disparity between the living conditions and the living costs of the camp car employee as compared to the section man who lives at home demands some adjustment.

"We are satisfied from the evidence that the practice in other industries of absorbing the reasonable expenses of their employees for lodging and meals when working away from home is widespread and generally accepted. It is also significant that within the railroad industry itself, shop-craft employees represented by the Railway Employees Department AFL-CIO who are sent out on the road for emergency service are almost universally paid actual expenses incurred for meals and lodging. The request for meal and lodging provisions has therefore been granted to the extent indicated in Section I of the award.

"The proposals of the organizations also included a request that the carriers pay these men travel time and mileage allowances for a round trip from the camp location to their home and back each weekend. Although some evidence was submitted to indicate that there are some such agreements in effect in other industries, there is no indication that these provisions or practices are widespread or generally accepted. The overall cost to the carriers for such allowances would be very substantial and, unlike meal and lodging allowances which have an equal per capita impact on all carriers involved, these weekend mileage and travel allowances would have a widely varying impact depending upon the geographic location and miles of roadway to be maintained by each individual railroad. For all of these reasons we have decided that this part of the request should be denied.

C. Employees Required To Be Away From Headquarter Point Other Than Those Generally In Camp Car Category Or Dining Car Employees

"Section II of the award deals primarily with problems arising out of relief service, although not limited thereto. Within the area of relief assignments three general categories are involved and these are: (1) regular assigned employees diverted from their regular assignment to perform relief service; (2) regular assigned relief employees who provide relief on a scheduled basis to fill in on the rest days of regular employees; and (3) extra employees who provide relief on an irregular unscheduled basis as the needs of the service may require. All of the employees involved in this type of service are required to one extent or another in the course of their employment to travel to work locations away from their home stations or headquarters points and to necessarily incur expense for meals and lodging when they are unable to return on any day and for transportation expense unless rail passenger service happens to be available at the time and place involved.

"The railroads were squarely confronted with one aspect of this problem as far back as 1949 with the advent of the 40 hour week. At that time the reduction in working hours increased the number of rest days and thereby increased the need for employees to perform relief service in positions that had to be manned more than 40 hours per week. Numerous disputes rose as to how rules and practices dealing with travel time and expense for these relief employees should be established, interpreted and applied. These disputes were submitted to the Forty-Hour Week Committee which issued its Decision No. 6 on November 11, 1949 with David L. Cole acting as neutral referee. In summary, the specific employees covered by Decision 6 were allowed payment at the straight time rate for time spent in travel or waiting in excess of one hour and 30 minutes, mileage at an unspecified "established" rate when required to use their automobiles, and reimbursement for actual necessary cost of lodging and two meals per day with a maximum of $4 per day when unable to return to their headquarters.

"It should be emphasized that Decision 6 was limited in its application to the employees involved in the specific disputes submitted to that Forty-Hour Week Committee, and even in those cases it applied only to the one category of regular assigned relief employees. It seems clear from the evidence, however, that this decision has set a pattern of sorts for the hodge-podge of local rules on this general subject matter which have been negotiated on individual properties since that time.

"A study of this miscellany of local rules again establishes that there is a wide disparity in the benefits provided and in the categories of employees included under the coverage of the various local rules. Many carriers provide no mileage allowance whatsoever, and those who do range all the way from three cents to ten cents per mile. Meal and lodging allowances vary from zero to $8.50 per day. Some carriers provide benefits for extra employees but deny the same benefits to regular assigned relief employees, and yet on other carriers the exact opposite system prevails. No logical rhyme or reason can be discerned in explanation of these radical variations and contradictions.

"Again as to this category of employees, the evidence is convincing that the practice of employer absorption of reasonable travel and away-from-home expenses in industry in general is widespread and generally accepted. In our award we have sought to provide reasonable benefits under all the circumstances and in the light of the evidence submitted in the record. In the context outlined above we have

found it suitable and expedient to start with the basic approach and provisions of Decision 6, to generally update certain allowances in the light of rising costs since 1949, and to extend these provisions to other categories of employees. This extension appears justified in the light of numerous negotiated rules doing so on various individual railroads and based upon our own conclusion that all of these employees stand on equal footing and that no logical or equitable basis can be found for discriminating against one category or the other.

D. Dining Car Employees

"It is apparent to the Board that the proposals of the employees in the form presented are not readily applicable to the particular circumstances and unique operating requirements of dining car service. This fact was acknowledged by the representative of the dining car employees at the hearing and he rephrased the request of these employees to include the following:

1. Payment for all travel and waiting time at away-from-home terminals except for 8 hours sleeping time.
2. Reimbursement for taxi fares when necessarily incurred for travel from away-from-home terminal to lodging facilities furnished by the carrier.
3. Carrier furnished lodging and reimbursement for necessary meal expense at away-from-home terminals.

"No basis has been found in the record for allowance of the requests set forth in 1 and 2 above. Because of the peculiarities of the service, the work of dining car employees cannot by its nature be set up in eight hour tours of duty but must rather be established in work cycles which necessarily vary with the times and distances involved on the particular passenger run. This type of schedule has some disadvantages for the employee but it also provides certain definite advantages such as long layover periods at home between trips.

"Proposal No. 1 above would require the carriers to pay the dining car employees for periods when they are free from any service requirements and would provide very substantial wage increases which are not warranted under all the circumstances.

"In connection with the request for taxi fares the evidence indicates that in most cases lodging facilities are located so that no travel is required and, in those cases where travel is necessary, bus transportation is readily available at minimal cost. Under these circumstances no allowance for taxis appears justified.

"In practically all instances the carriers furnish lodging for dining car employees who are required to layover at other than home terminals overnight. However, the testimony indicates that there may be some exceptions and to remedy that inequity the award provides that such lodging shall be furnished by and at the expense of the railroad company.

"There appears to be some merit in the employees' request for a meal allowance under certain circumstances at the away-from-home terminal. In this connection we have found the problem of these employees more comparable to that of the railroad operating employees, and the $1.50 meal allowance provided in the award is similar to that which the carriers have contracted to pay to road service crews.

Conclusion

"At the outset we commented on the multiplicity and complexity of the issues. We have been unable to discuss all of these issues within the time allowed and have merely attempted in this opinion to touch upon and highlight some of the principal problems involved. No significance should be attached to our failure to discuss any particular issue whether provided for or denied in the award.

"Dated this 30th day of September 1967 at Washington, D. C."

/s/ Paul D. Hanlon
Paul D. Hanlon, Neutral
Member, Chairman
/s/ David H. Stowe
David H. Stowe, Neutral
Member

Brotherhood's Opinion

It is the position of our Organization that the award falls short of rendering justice to the employes affected by it. The Organizations only asked that employes who are required to travel or to be away from their home stations for the benefit of the carriers be made whole. The award fails in many instances to match the benefits already contained in many of our agreements. However, we do have the option to select the best provisions of the arbitration award and the best rules in our present agreement with each carrier and merge them into one document to cover employes while away from home station or traveling at the direction of the carrier.

John T. Bass Appointed Grand Lodge Representative

JOHN T. BASS WAS APPOINTED to a Grand Lodge Representative's position with headquarters at Grand Lodge Headquarters, Chicago, effective October 16. At the time of his appointment, Brother Bass was General Chairman of the Louisville & Nashville General Grievance Committee, a position he filled for 7 years.

Bass

Brother Bass was born April 3, 1922 in Prentiss, Miss., and commenced his career in the L&N's signal department during March of 1941. He joined Local No. 176 in 1941 and served as Local Chairman for 7 years. He also served as General Secretary of the L&N General Committee for 7 years.

He started his signaling career as a signal helper in a gang where he worked until entering the U. S. Army in 1942. He served almost four years in military service, most of it overseas. After returning from military service, Brother Bass resumed his signaling career finally working up to a maintenance position on the Cincinnati Division and was working a maintainer's position at Falmouth, Kentucky at the time of his election as full time General Chairman of the L&N General Committee in 1960.

The Officers of Grand Lodge join Brother Bass' many friends in wishing him well in his new position at Grand Lodge Headquarters.

SHANTY BANTER

JUST HORSING AROUND

A minister was driving through the country when his motor stopped. He got out to see if he could locate the trouble. A voice behind him said, "The trouble is in the carburetor." He turned around but saw only an old horse. "I said you'd better check the carburetor," repeated the horse. Rushing to the nearest farmhouse, the minister related his experience to a farmer. "Was it an old bay with one flop ear?" asked the farmer. "Yes, yes, that's the one!" "Well, don't pay any attention to him," the farmer scoffed. "He don't know anything about automobiles anyway."

If you long for pleasure, you must labor hard to get it.

HE DIDN'T HAVE A PRAYER

An exasperated salesman abandoned his car in a no parking zone, left this note: "I've circled this block 20 times. I have an appointment and must keep it or lose my job. Forgive us our trespasses." Upon returning he found a parking ticket and this note: "I've circled this block 20 years. If I don't give you a ticket, I'll lose my job. Lead us not into temptation."

A good example is the best sermon.

FATHER PAYS BEST

"I think," stated Junior with that voice of authority, "that two people can live as cheaply as one."

"Of course," replied his tired father. "Your mother and I live on just about the same amount of money it takes to keep you."

An antique is a piece of furniture that is fully paid for.

MAN FOR MAN

"Look at that!" boasted the baseball rooter. "It's only the first inning and we've got a man on every base."

"So what?" replied his lovely companion. "The other team has a man on every base too."

LIFETIME FAVOR

The absent-minded professor wrote notes to himself but often forgot what they were. One name jotted in his memo pad puzzled him for a couple of years. Finally, he wrote the man and asked if, perhaps, the professor was supposed to have done some favor for him. "You already have," wrote back the man. "I am your wife's first husband."

No man is better than his morals nor worse than his principles.

LEARNING OR TEACHING

"Jeremiah," scolded the teacher, "you read like a baby. When I was your age, I could read anything."

"Maybe," whispered Jeremiah in a tone both courteous and meaningful, "you had a better teacher."

"My wife retained her union membership after we were married, and boy!—do I have to sign some agreements!"

SOME CLIP JOINT

A young man with one arm was getting shaved in a barber shop. The barber nicked him, and the customer winced.

The barber, searching the young man's face, said, "Haven't you been in here before?"

"No," said the young man, "I lost this arm in an automobile accident."

Among today's greatest sins is to be capable of learning and to remain ignorant.

THE ROAD TO MATURITY

"Say, Dad, when will I be old enough to do anything I want?"

"Never," replied the truthful Dad.

If you are wise enough to learn from the experiences of others, then you are smarter than most.

GIRL TO GIRL

"What a beautiful outfit you're wearing," meowed the sweet little thing. "Or did I mention it when you wore it last year?"

The best way to obtain good luck is to watch for opportunities.

HAVE IT YOUR WAY

Wearing her new evening gown which was extremely daring, the wife paced up and down for her husband's inspection.

"Well, how do I look?" she said finally.

"I hate to say it dear," replied her husband grimly, "but you're getting fat."

She gave him a look of annoyance.

"In the best places they say 'plump,' " she corrected.

"Well, then," he retorted, "You're getting plump in the best places."

Happiness isn't everything For instance, it can't buy money.

AT THE GLOBE THEATRE

"I wonder how old my teacher is," groaned the class wise guy.

"She's real old," commented his equally wise friend. "I hear she even taught Shakespeare."

If hell were peopled by fools alone, some genius would try to get in for research purposes.

WHAT THOUGHTS THESE RASCALS THINK

"What do you think about the kind of clothes girls wear these days, Bob?"

"I don't think about the clothes, Joey. I just think about the girls."

Supplemental Annuities Under the RRA

THE 1966 RAILROAD RETIREment amendments added a new type of benefit to the railroad retirement program—supplemental annuities for long-service employes. The following questions and answers explain the conditions under which these benefits are payable.

1. *Who can receive a supplemental annuity?*

Supplemental annuities are payable to employes who (a) have reached age 65, (b) have at least 25 years of railroad service, and (c) have a current connection with the railroad industry. In addition, the employe must have been awarded a regular retirement annuity after June 30, 1966. (For purposes of supplemental annuities, the same definition of creditable service is used as for regular retirement annuities.)

2. *How much will I receive as a supplemental annuity?*

That will depend on how much railroad service you have to your credit. The monthly rate is $45 plus five dollars for each year of service over 25, up to a maximum of $70 for employes with 30 or more years of service. The amount may be reduced, however, if you are receiving a pension under a private plan paid for at least in part by your employer.

3. *The railroad for which I work has a private pension plan that is partly financed by employe contributions. The personnel department tells me that my pension will be reduced if I receive a supplemental annuity. In that event, will the Board still reduce my supplemental annuity?*

There may still be a reduction, but it will not be as large as if your employer paid the full pension. Generally, you are assured that, after reduction, your supplemental annuity and your private pension will add up to an amount that is equal to your unreduced supplemental annuity plus the part of your private pension that is based on your own contributions.

4. *What do you mean by a current connection?*

You will have a current connection when you retire if you worked for a railroad in at least 12 months in the 30-month period before your annuity begins. An earlier 30-month period can be used if you did not work regularly on a nonrailroad job after the period ended.

5. *If I retire on a disability annuity before I reach 65, will I lose the current connection needed for the supplemental annuity?*

No. If you have a current connection when your annuity begins, you cannot lose it later.

6. *I plan to retire on a reduced annuity when I am 63. Can I get a supplemental annuity when I am 65?*

Yes. You could begin to receive a supplemental annuity when you are 65, provided you meet the other requirements.

7. *If I work after I retire, will it affect my supplemental annuity?*

Your supplemental annuity will be withheld under the same conditions as your regular annuity. It cannot be paid for any month in which you work for a railroad or for a nonrailroad employer for whom you quit working so that your annuity could begin.

8. *Will the fact that I receive a supplemental annuity have any effect on other benefits payable to me or my family?*

Generally, an employe who receives a supplemental annuity will not get the 7-percent increase in his regular retirement annuity that was provided by changes in the law in 1966. Otherwise, your supplemental annuity will have no effect on any other benefits to you or your family.

"Come, come, Gus! Not everyone that orders the Business Men's Lunch is anti-labor!"

9. *Will I have to pay income tax on my supplemental annuity?*

Yes. Your supplemental annuity is subject to Federal income tax and, depending on the laws of your State, may be subject to State income tax. All other railroad retirement and unemployment insurance benefits are exempt from both State and Federal income tax.

10. *I understand that the supplemental annuity plan is only a temporary measure. How long will it be in existence?*

The present law provides for its operation over a five-year period, beginning November 1, 1966, and ending October 31, 1971. This does not necessarily mean that the plan will go out of existence after five years. It only means that if the plan is to continue there will have to be new legislation.

Under the labor-management agreement which gave rise to this plan, negotiations on the subject of supplemental annuities can be reopened after the first four years. If the negotiations are unsuccessful, either party can support or recommend legislation dealing with the program.

11. *How is the supplemental annuity plan financed?*

The supplemental annuity plan is financed by a special tax on railroad employers of two cents for each man-hour for which they pay compensation. Employes do not contribute to the plan. The funds are kept in an account in the Treasury that is completely separate from the regular railroad retirement account.

12. *Is the tax on employers large enough to provide sufficient funds to pay the supplemental annuities?*

It is still too early to make a definite judgment on this question. In any event, before the end of 48 months of operations, the Board is required by law to determine whether funds in the supplemental account are sufficient to pay all supplemental annuities at the estab-

lished rates for the fifth year. If they are not, supplemental annuities will be appropriately reduced in order to continue the plan for the final year.

13. *I have heard that railroads that have their own pension plans do not have to contribute to the supplemental annuity plan. Is this correct?*

No. However, if the Board makes reductions in a supplemental annuity because an employe is receiving a private railroad pension, the employer is entitled to a credit for such reductions against the two cents an hour tax.

Open Enrollment Period For Medicare Extended

THE FIRST GENERAL enrollment period for the voluntary insurance part of medicare has been extended. The period, which began October 1, 1967, will run through March 31, 1968, instead of December 31, 1967. Also, the present three dollar monthly premium for medical insurance will continue in effect through March 1968. The rate for the period from April 1968 through the end of 1969 will be announced before January 1, 1968.

Railroaders who are already enrolled for hospital insurance but not for medical insurance will receive information from the Railroad Retirement Board in December on how to sign up for the medical insurance plan. Railroad employes with 10 or more years of service who want to join or rejoin the plan during the current enrollment period should visit the nearest office of the Board as soon as possible and not later than the end of next March. For many persons who had attained age 65 some time ago this will be their last opportunity to obtain this important medical coverage.

Safety Glasses Don't Always Give Eye Protection

JUST BECAUSE YOU WEAR safety glasses, don't be misled to believe that you are getting 100 percent eye protection.

Scratches and pits on any safety lens reduce the fracture resistance of that lens.

Tests conducted by the Universilty of California revealed that lightly scratched lenses had 12 percent less resistance to impact and lenses with deep scratches, deeper multiple pits and chips had a 44 percent loss of impact resistance.

Contact Lenses

Contact lenses should not be worn where exposure to dusty, flying particles, chemicals, chemical fumes and other industrial irritants is great.

One serious problem is to identify workers who wear contact lenses since many who wear them do not report their use to the company medical department. It is estimated there are between three and five million persons in the United States wearing contact lenses.

Under no circumstances should you work under a mask or hood while wearing contact lenses. The lens covers the cornea of the eye, restricting the cooling flow of oxygen to it, with the possible result of corneal damage.

"Good Drivers" Are Bad Risk

"BAD DRIVERS AREN'T THE top problem the way they used to be," says Robert Wilkins, manager of the Labor Department at the National Safety Council.

"That may sound fantastic, considering that we still kill an American in traffic every 11 minutes," he continued. "But many areas are bringing the genuinely bad driver under control. It's the good driver —who still isn't good enough for today's traffic—that we really have to worry about."

Many licensed drivers, Wilkins explained, have formed strong habit patterns that, if not perfect, were reasonably adequate for wartime or immediate-post-war traffic. "But today's greater congestion, greater variety of cars on the road, new high speed expressways with acceleration lanes and more complex directions —all of them make driving tougher than it used to be," he warned.

"That means driving that once was good enough can, today, be an outright threat to the safety of us all," Wilkins said.

These greater demands are one major reason every driver should take advantage of the Defensive Driving Course (DDC) developed by the National Safety Council, he said.

"Labor leaders from across the United States and Canada have urged that every member who drives enroll in DDC—and that he enroll the driving members of his family as well," Wilkins said.

"Traffic is today's most productive accident killer," said the Safety Council executive. "The most effective way the individual driver can fight this menace is by refining his own abilities and improving his own understanding of how accidents happen."

"DDC training," Wilkins said, "will give members and their families the most modern, up-to-date way to protect themselves."

Union members, Wilkins said, should check with their local safety councils or with him at the National Safety Council, 425 N. Michigan Ave., Chicago 60611, to learn where courses will become available or to identify the local council, company, or union qualified to present them.

"DDC training is being taken by 25 to 30 thousand drivers a month," he pointed out. "Like most of us, these drivers believe they're good drivers. But unlike many of us, they realize they may not be good enough."

New Act Changes C.N. Pension Procedure

CHANGES HAVE BEEN MADE in the rules governing Canadian National pension plans to conform to the new federal Pension Benefits Standards Act. Main feature of the Act, which came into force October 1, 1967, provides that an employe who terminates service on or after attaining age 45, and who has completed 10 or more years of service, will have a deferred pension for service performed and contributions made after that effective date.

This means that members of the 1959 Pension Plan and contributors to the 1935 Pension Plan who terminate their service after attaining age 45, and who have completed 10 or more years of service, must now take a deferred pension for service performed and contributions made from October 1, 1967.

A non-contributing member of the 1935 Plan who entered service before his 45th birthday, and who terminates his service on or after attaining age 45, and who has completed 10 or more years of service, will receive at normal retirement date, a deferred pension benefit for allowable service performed subsequent to September 30, 1967.

By SIDNEY MARGOLIUS, for The Signalman's Journal

HIGHER RATES FOR REpairing TV sets are leading a parade of rising appliance and auto repair and service costs that often become an unexpected burden for moderate-income families. Between the many items of mechanical equipment families now have, and the breakdowns due to production shortcuts and careless use, repairs now are a noticeable living expense.

Unfortunately, most families have not yet learned to budget for repair and service expenses. For one reason, they are preoccupied with meeting the installment payments. For another, who buys a new appliance expecting repair bills?

Who? Either a born pessimist or a knowing consumer who realizes that dealers and manufacturers play down service problems when selling appliances.

Recent increases in TV repair charges have made it even more urgent that your family uses its set with care, and when it does need repairs, that you choose a service company with care.

It now is important to determine the availability and cost of service even before you buy an appliance. Some authorized or factory-sponsored service firms have raised rates more than others.

For example, in some parts of the country some of the larger manufacturers have raised rates for service calls on black-and-white TV sets to as much as $9.95, and for color TV, to $12.95. In comparison, some of the smaller factory-service companies pegged their new rates at $7.95 for black-and-white, and $9.95 to $11.50 for color. Independent service firms tend to be even lower, charging as little as $7 for black-and-white, and $10 for color.

One reason the factories gave for raising service rates is the shortage of technicians, with many of the best technician prospects now in Vietnam, according to *Home Furnishings Daily*.

Let alone the high costs from reputable firms, you can get into even more trouble with tricksters, a number of recent surveys again have shown. In Illinois, for example, Attorney General William Clark found that some TV repairmen charged anywhere from $14.85 to $45.70 for "repairing" a number of sets purposely disabled by an electronics expert. All that the sets really needed was replacement of one tube in some cases, two tubes in others, at a cost of $5 to $15, the Attorney General said.

One repairman even charged for a "filament blocking capacitor." The expert said: "There is no such thing."

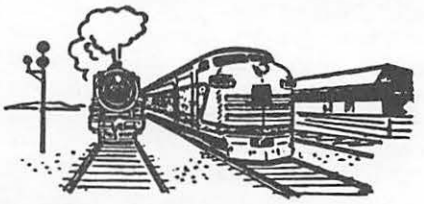
A frequent charge was for cleaning, repair and overhauling the tuner. But later examination showed that the tuner had not been touched nor removed from the set as is necessary to repair it.

As the result of efforts by former Gov. Pat Brown, and his then-consumer counsel Helen Nelson, California now has a "Bureau of Electronic Repair." It licenses servicemen, establishes rules they must follow, and gives the consumer a place to complain if he feels he has been treated unfairly.

Under the regulations, servicemen cannot claim they have "rebuilt" or "reconditioned" a tuner if they merely cleaned or lubricated it.

Nor, if they only installed a picture tube brightener, can they claim they "rebuilt," "rejuvenated" or "reconditioned" the tube or set.

While the durability of black-and-white TV sets seems to have improved in recent years, color TV is more complicated, with color picture tubes requiring more frequent replacement.



Another problem, some servicemen say, is that factories have eliminated some parts to simplify production. While these short-cuts reduce manufacturing costs they also often reduce the durability of sets. This is one of the problems in other household appliances. The factory tendency is to design appliances so they move through a production line quickly, rather than designing primarily for durability.

The California licensing system appears to have cut down the worst offenses. Licensing, however, has not reduced the high cost of servicing, or even tempered the charges of the highest-priced, if reputable, factory service operations.

The labor charge usually is by far the largest part of a service charge for TV or other appliances. But you can't blame the serviceman's pay. My own investigations indicate that the actual wages paid to the serviceman who fixes your set or washer is about *one-fourth* of the labor charge that appears on your bill. The rest goes to overhead, equipment, profit (factory service operations are profitable), and time spent traveling to calls.

Because of the high price of service, ask your family—for its own sake—to use the TV set with care:

—Before you call for service, make sure you merely did not forget to plug in the set, or that the trouble is not merely a blown fuse. Keep in mind that the service company is going to charge you four times the actual cost of the serviceman's pay to stick the plug in the socket.

—Don't leave the set on like a radio while you are not watching the picture. Sets heat up tremendously, and heat is the enemy of tubes and other parts. Also keep the set away from the wall so it doesn't heat up excessively, or even create a fire hazard.

—If you use your TV set or other appliances only moderately and with care, you probably are better off *not* buying an annual contract. Contract fees are set to include the costs involved in servicing heavy and heedless users too.

—Beware the serviceman who immediately or habitually takes the set to the shop, known in the trade as "set napping." Reputable service firms estimate that about 90 percent of TV service jobs can be done in the home.

Federal Employers' Liability Act

By Howard Metzenbaum, Attorney

Contributory Negligence Will Only Reduce Damages

ALTHOUGH THE INJURED employe may himself have been partially at fault in causing his accident, this will not prevent him from obtaining damages from the railroad. It can only serve to reduce the amount he receives. This is an important advantage of the FELA over most state negligence laws where contributory negligence on the part of the injured person prevents him from collecting anything from the other party.

An example of how the FELA operates in this regard occurred in a recent case. A section laborer worked with a gang one bitterly cold night to repair a damaged section of railroad track. After some hours of work he noticed that his fingers had clamped shut around his wrench and he felt a kind of tingling sensation in his hand. He mentioned this to his foreman but continued working for three hours after spending only one half hour in the heated cab of a truck. He suffered frostbite, and then the loss of two fingers. In a suit against the railroad it contended that the laborer was at fault since he "didn't know enough to come out of the cold." The jury determined that without taking into consideration the employe's contributory negligence he was entitled to $20,000, but since he was also at fault they reduced the judgment to $10,000.

Juries Decide The Facts in FELA Cases

It should frequently be emphasized that in FELA cases where there is any evidence that the railroad's negligence played any part, even the slightest, in producing the injury, it is for the jury to make the decision on liability and damages. This is an important protection afforded by the FELA that is not present in many general negligence cases where the judge may have a wider latitude in deciding the case for the defendant without permitting it to go to the jury on the grounds that there was not sufficient evidence to hold defendant liable.

In one recent case an employe was looking for boxes near an open elevator shaft. He fell into the shaft and one of the railroad's fork lift trucks fell on top of him. There was substantial evidence that the plaintiff had mounted the fork lift truck and backed it into the shaft. There was also conflicting evidence that the truck had been left unattended, had rolled towards the plaintiff, striking him, and knocking him into the elevator shaft. The jury returned a verdict for the injured employe. When it was appealed by the railroad the appeals court held that the case properly was one for the jury's determination because there was some evidence of the railroad's negligence.

Statement Given By Injured Employe Is Important to His Case

The statement that the injured employe gives his foreman or the claim agent is an important element of establishing his claim against the railroad. It should not be taken casually or lightly for it can be used against the employe. The employe should be sure to obtain a copy of his statement at the time it is given. Furthermore, where possible, the local chairman should accompany the injured employe at the time a statement is given.

"Starting out on a date with only a dollar and fifteen cents is one of the best arguments I know of for joining a union!"

HELPING HANDS

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fight birth defects Join MARCH OF DIMES

YOUR WASHINGTON Reporter

By R. E. Porter

THE NEED FOR ACTION IN Congress on measures calling a halt to the "murder" of rail passenger service was underscored by the most recent "message of doom" sent to the railroads by the U. S. Post Office Department.

That Department announced a sweeping new elimination of Railway Post Office (RPO) cars. In all, under the latest order, RPO cars were taken off 167 more passenger trains on 20 railroads.

Hardest-hit were the Missouri Pacific, Santa Fe and the Southern, but no part of the country was spared. Other railroads losing RPO revenues are the Texas & Pacific, Norfolk & Western, Louisville & Nashville, Union Pacific, Southern Pacific, Burlington, Rock Island, Milwaukee, Frisco, Kansas City Southern, Seaboard Coast Line, Chesapeake & Ohio, Baltimore & Ohio, Georgia Railroad, Illinois Central and Erie-Lackawanna.

This single new slash of RPO cars confronted the 20 railroads with an annual loss in revenue of $17 million—and as might be expected, most of them immediately took moves toward discontinuing more passenger trains. Some of them were looking for just such an excuse to justify dropping trains they had already planned to jettison. Others claimed that the loss of revenue from RPO cars left them with no alternative but to abandon money-losing passenger runs.

* * *

The latest order wiping out a mass of RPO cars came from William J. Hartigan, assistant postmaster general in charge of transportation. He claimed that the Department's new "sectional center" plan for distributing mail by trucks and planes was "more efficient" than the RPO operation.

Hartigan's actions drew hot blasts from members of Congress. One of them—Sen. Gordon Allott (R., Colo.)—demanded that Hartigan be fired. He riddled Hartigan's "efficiency" claim.

"The truth is," Allott said, "that mail is moving slower by air and truck today than it did by rail simply because Mr. Hartigan has removed the one element which made the handling of mail superior to any other method—namely, en route sorting and distribution of mail."

Along with many co-sponsors, Allott is pressing for adoption of a "sense of Congress" resolution calling for a moratorium on discontinuance of RPO cars and passenger trains, pending a year's study of the nation's present and future transportation needs.

This resolution is backed by the Railway Labor Executives' Association, along with another similar joint resolution by Sen. Frank E. Moss (D., Utah), which would have the force of law. The new drastic RPO slash is heightening the pressures for action on such a moratorium.

"May I borrow your pen, Fred? A friend wants my autograph!"

In defending the wholesale elimination of RPO cars, Hartigan tried to indicate he was doing the railroads a favor. He said they "might well be grateful" because they would now have an added reason to drop "some unprofitable passenger operations."

Unfortunately, there was a grain of truth in his claim. Some railroads haven't fought very hard to keep the mails—and in fact, some have reportedly encouraged the P. O. to yank off RPO cars so they would have an added alibi to drop passenger trains.

* * *

Recently Donald S. Beattie, executive secretary of the Railway Labor Executives' Association, sounded a timely warning that rail workers and all labor face further legislative attacks on the right to strike.

Beattie, in an address to the AFL-CIO Maritime Trades Department, cited as an example a push now under way for legislation which would outlaw strikes in major industries and force submission of the disputes to "labor courts." Sen. George Smathers (D., Fla.) is one of the main sponsors of such legislation, but Beattie pointed out that many other anti-strike and anti-labor bills are pending in Congress.

"However, if we all stand together and fight together, I believe we can prevent further erosion of free collective bargaining in America," Beattie said.

"Free collective bargaining," he added, "offers the only democratic way to decide wages and working conditions in a modern industrial society. And free bargaining must be backed up with the right to strike."

* * *

Month after month, the story is about the same—namely, the railroads keep slashing rank-and-file employment, but increasing the number of executives.

For example, in August, the latest month for which Interstate Commerce Commission figures were available a this writing, total employment on Class I line-haul, and switching and terminal railroads, stood at 642,900, a drop of 24,649 from August 1966. But the category of executives and officials stood at 15,643, up 219 over August of last year.

* * *

Another item of sad news on the

railroad front was the delay in launching of the new high-speed passenger demonstration project on the Pennsylvania between Washington (D.C.) and New York City.

This government-aided project had been slated to start Oct. 29, but the manufacture and delivery of new cars for the train had fallen far behind schedule. The Pennsy said that out of 50 new coaches and parlor cars ordered from the Budd Co., only seven were ready by Oct. 29. Budd blamed "bugs" in electrical and brake systems for the delay.

The Department of Transportation urged the PRR to start the new speedier service with just the seven cars, but the Pennsy balked, insisting that it would not be feasible to start with less than 28 cars. As a result, it was agreed to postpone the new runs until early in 1968.

* * *

A sentimental flashback into a colorful and tumultuous period in American railroad history occurred recently when the original home of the late Eugene V. Debs in Terre Haute, Ind., was dedicated by the Department of the Interior as a Registered National Historic Landmark.

As most railroaders know, Debs was a rail fireman in his younger days, then rose to become secretary-treasurer and editor of the Locomotive Firemen and Enginemen. In the 1890s he broke away to form the American Railway Union, the "one big union" of its day, but that organization foundered on the heels of the collapse of the dramatic Pullman strike of 1894.

Thereafter, Debs turned to political action, was persuaded to become a Socialist and ran five times as the Socialist Party's candidate for President prior to his death in 1926.

Secretary of the Interior Stewart Udall came personally to the ceremonies and unveiled the plaque which marked the Debs' home as a National Landmark—in other words, a structure that "possesses national significance of an historic nature."

The Debs Foundation was formed several years ago to acquire and preserve the Debs home as a shrine and a museum. Leading unionists, including the chiefs of several rail unions, serve on the Foundation's board of directors.

Live A Little Longer

Shingles: A Virus Attack

By Dr. William A. Sawyer
IAMAW Medical Consultant

(This column is copyrighted by THE MACHINIST and is reprinted through the courtesy of the International Association of Machinists and Aerospace Workers. Dr. Sawyer cannot answer individual correspondence.)

A NUMBER OF QUESTIONS have been asked lately about shingles, or Herpes Zoster, as it is labeled scientifically. It is an acute infectious skin and nerve disease, caused by a known virus, similar to the one producing chicken pox.

It usually starts with an aching soreness or a burning, gnawing, stabbing or neuralgic-like pain along the course of surface nerves, following the ribs beginning at the spinal cord. There is pain also in the nerves in the skin of the upper abdomen. In 75 percent of the cases it attacks this area. Occasionally it will affect the fifth cranial nerve, involving the eye. This is more serious and an eye specialist should be consulted.

The skin erupts with clusters of blisters several days after the first discomfort makes itself known. It more often seems to occur in people whose resistance has been lowered by overwork or some chronic debilitating disease. Eventually the blisters break and scabs form. Not only are the blisters preceded by pain but after the scabs heal and disappear there is a recurrence of considerable pain especially in older folks.

Young people usually get over an attack in about three weeks, but older people have severe neuralgia for sometime. It is unusual for serious complications to result, except when the attack is about the eyeball.

Herpes Zoster is thought to be contagious during the three days following the first appearance of the rash. It is well in this period to isolate people from those who have not had the disease.

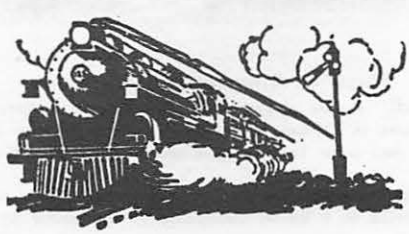
There is no vaccine to prevent or minimize the disease and no specific treatment is available as a cure. Fortunately it usually limits itself, except in attacks about the eye.

Help For Discomfort

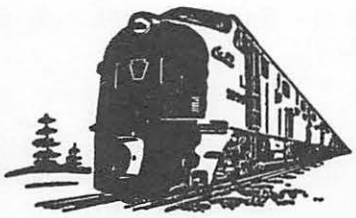
The following general measures should be considered in the treatment. The disease should be carefully explained to the patients so they will know what to expect if discomfort drags on.

- Drafts should be avoided and abrupt changes in temperature minimized.
- Bathing should be limited.
- Warm compresses of a saturated solution of boric acid for one hour, three times daily, are comforting.
- Plenty of rest is essential for older people.
- Bandages should be avoided when possible. When used they should be loose and made of cotton or silk. For those up and about, silk pinned to garments of other materials is often of considerable comfort.
- The use of an electric heating pad helps.
- For itching, apply calamine lotion.
- Aspirin in liberal dosage should be tried for relief of pain. Codeine is sometimes necessary.
- Treatment of the skin consists of drying the blister, as they break and softening the crusts as they form. To soften the crusts, a lubricating ointment, composed of equal parts of petrolatum, cold cream and olive oil should be applied several times a day.

X-ray therapy and surgical procedures have not proven as helpful as formerly thought. There are many other medications that may help, but your doctor should decide. It is often a matter of using what seems indicated at the time. Antibiotics have to be chosen with care. Above all, beware of using too many narcotics.



Railroad NEWS IN BRIEF



THE ILLINOIS CENTRAL RAILROAD has received ICC approval for the installation of a traffic control system between Portage and Lena, Illinois, and between Rath and Wood, Iowa. The new system will cover a total of approximately 132 miles and will replace automatic block signaling. It will be controlled from a control console located in Waterloo, Iowa.

THE DENVER & RIO GRANDE WESTERN will install CTC between Pueblo and Canon City, Colorado.

THE UNION PACIFIC RAILROAD has ordered four Traffic Control machines from the Signal & Communications Division of Westinghouse Air Brake Company. Two of the machines are to be installed at Salt Lake City, Utah; the other controlling 243 miles between Las Vegas and Milford, Utah. A third machine will be located at Albina, Oregon and will control 201 miles of line between Hinkle and Huntington, Ore. Kansas City, Kansas, will house the fourth machine sheduled to control 301 miles from Kansas City to Gibbons, Nebraska.

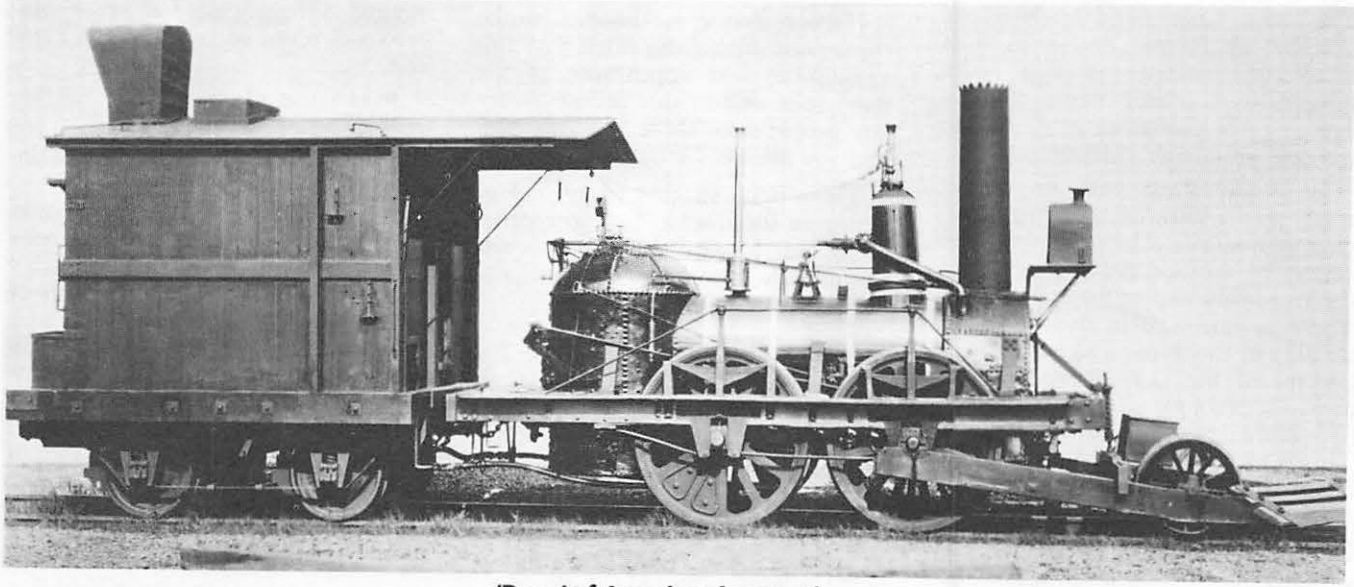
THE PENNSYLVANIA RAILROAD'S "Horseshoe Curve" on the main east-west line near Altoona, Pennsylvania was officially designated recently as a national historic landmark by the National Park Service of the U. S. Department of Interior. The curve, a three-mile link that made possible a direct rail segment through the Allegheny Mountains to link the eastern seaboard with the middle west, has been recognized as an engineering triumph since its completion in 1854.

THE ROCK ISLAND LINES has asked authority from the Interstate Commerce Commission to discontinue passenger trains Nos. 15 and 16 operating between Minneapolis-St. Paul and Kansas City, Kansas. The carrier blames declining patronage and rising costs for proposed discontinuance of the trains. It pointed out that each of the trains carry only one passenger coach. No doubt the lack of decent accommodations has resulted in a decline in patronage. Many carriers now downgrade service and equipment on their passenger trains to discourage business and then beg the ICC to permit them to discontinue the trains because they are losing money. The Rock Island is not known for its efforts to attract passenger business and its latest move is in line with its avowed policy of getting out of the passenger business, except possibly for some commuter service.

THE GREAT NORTHERN has received approval from the Department of Transportation to install a traffic control system to replace an automatic block signal system between Mukilteo and Edmonds, Washington, a distance of about 10 miles.

THE BELT RAILWAY COMPANY OF CHICAGO has ordered 132 Hevi Car Kits from the Signal & Communications Division of Westinghouse Air Brake Company. The Kits will be used to increase the tonnage which the Belt's retarders presently in use at its Clearing Hump can support.

THE BALTIMORE & OHIO RAILROAD is constructing a $3.5 million high-speed piggyback terminal, the largest on the B&O, to serve the Chicago area. The new yard will have 12 loading tracks with a capacity for 202 flat cars; adjoining parking areas will provide storage space for 800 trailers.



'Dean' of American Locomotives

The oldest locomotive in the U. S. is the "John Bull," shown above. Now installed in a special exhibit hall at the Smithsonian Institution in Washington, D. C., the 10-ton, British-built engine was in service from 1832 to 1866 in New Jersey on the Camden & Amboy, now part of the Pennsylvania. It was rebuilt a number of times, the last prior to making a run to Chicago with two coaches for display at the Columbian Exposition in 1892.

Like other early engines, it had no cab, but at different times the pilot wheel arrangement, covered tender, headlight, bell and other appurtenances were added. In the beginning water was carried in a barrel connected to the boiler by a hose made of leather.

THE SOO LINE recently asked the federal courts to prevent a merger of the Chicago & North Western and Chicago & Great Western Railways until a three-judge court can determine the validity of the Interstate Commerce Commission orders permitting the merger. The ICC in September reaffirmed its April order approving the merger of the two carriers and denied a petition by the Soo asking for reconsideration and further hearing on conditions to the merger.

THE INTERSTATE COMMERCE COMMISSION has allowed the Milwaukee Road to discontinue trains 19 and 20, "The Arrow," between Chicago and Omaha despite protests by Iowa and Illinois regulatory authorities, rail unions, and civic organizations and colleges in a number of cities involved.

THE SOO LINE will spend nearly $20 million for new equipment in 1968, according to a recent statement. This will set an all-time record for the Soo. The order will include 940 freight cars, 10 locomotives and 10 cabooses. In 1967, the carrier added 875 freight cars, four locomotives and 10 cabooses to its fleet.

THE SANTA FE has revealed plans to discontinue most of its passenger trains. The Santa Fe enjoys a reputation of providing good passenger service but the Post Office Department's decision to remove all but two RPO's from the Santa Fe fleet has prompted the carrier to propose the dropping of 33 trains. The Super Chief and El Capitan between Chicago and Los Angeles, the San Francisco Chief between Chicago and San Francisco, the Texas Chief between Chicago and Texas points and some connecting service will survive under the proposal.

THE ILLINOIS CENTRAL AND GULF, Mobile & Ohio have, after 10 years of talk, tentatively agreed to merge. The proposed merger calls for a stock exchange and would create a 9,000 mile Chicago-New Orleans system.

THE BOARD OF DIRECTORS of the Missouri-Kansas-Texas Railroad has approved a program for industrial diversification which will include formation of a new holding company which would undertake an "ambitious" acquisition effort "looking toward the purchase of companies with substantial earnings potential."

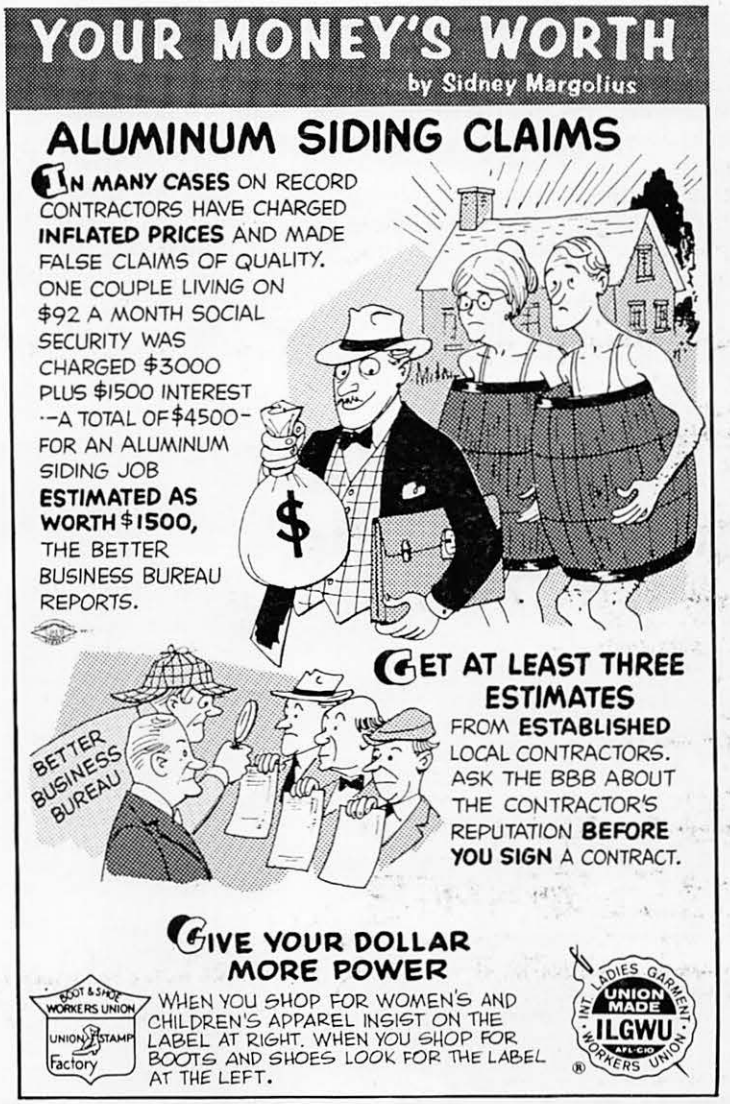
CLASS I RAILROADS had 619,582 employes on their payrolls in mid-August, a decrease of .63 percent below the mid-July figure and 3.67 percent below mid-August 1966, according to the ICC.

A FREIGHT TRAIN "with the most cars and heaviest load ever hauled by an American railroad" has been operated by the Pennsylvania Railroad on a 95-mile run in eastern Ohio. The 341-car train carried about 25,500 tons of ore and weighed a total of 36,000 tons. It was part of a test, the objective of which is to advance the concept of high-volume transportation of bulk commodities.

A JAPANESE PROFESSOR is experimenting with a jet-powered train that would go up to 600 miles per hour. The train would travel on tracks and stationary rollers. Most experts say the idea is aerodynamically unsound. In the second most recent test, the vehicle did take off into the air, but on the next trial it stayed on the rails.

MAYNARD E. PARKS has been appointed Chairman of the Western Carriers' Conference Committee. He has been Vice President Personnel of the Missouri Pacific Railroad and the Texas & Pacific Railway. For the past three years, he has been a member of the National Railway Labor Conference.

WILLIAM B. JOHNSON, president of the Illinois Central Railroad, recently issued a statement that the railroad problems of the future will be met by men with felxible minds, men who have not let tradition cloud their vision. He said the railroads are a great and growing industry.


YOUR MONEY'S WORTH
by Sidney Margolius
ALUMINUM SIDING CLAIMS
IN MANY CASES ON RECORD CONTRACTORS HAVE CHARGED INFLATED PRICES AND MADE FALSE CLAIMS OF QUALITY. ONE COUPLE LIVING ON $92 A MONTH SOCIAL SECURITY WAS CHARGED $3000 PLUS $1500 INTEREST --A TOTAL OF $4500- FOR AN ALUMINUM SIDING JOB ESTIMATED AS WORTH $1500, THE BETTER BUSINESS BUREAU REPORTS.
BETTER BUSINESS BUREAU
GET AT LEAST THREE ESTIMATES FROM ESTABLISHED LOCAL CONTRACTORS. ASK THE BBB ABOUT THE CONTRACTOR'S REPUTATION BEFORE YOU SIGN A CONTRACT.
GIVE YOUR DOLLAR MORE POWER
BOOT & SHOE WORKERS UNION
UNION STAMP
Factory
WHEN YOU SHOP FOR WOMEN'S AND CHILDREN'S APPAREL INSIST ON THE LABEL AT RIGHT. WHEN YOU SHOP FOR BOOTS AND SHOES LOOK FOR THE LABEL AT THE LEFT.
INT LADIES GARMENT WORKERS UNION
UNION MADE
ILGWU
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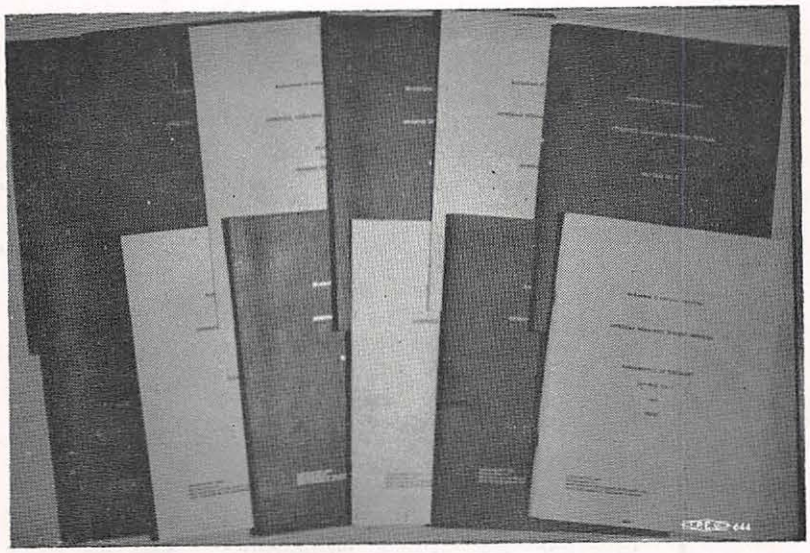

Apprentice Signalman Training Program Texts Furnish Detailed Hard to Get Information

WELL TRAINED SIGNALMEN are necessary in the installation and maintenance of signal systems on our Nation's railroads.

The technology of modern signaling is advancing at a rapid pace. New developments are being made in this specialized field regularly. Are you keeping pace with the Industry? Where can you look for help?

The Brotherhood of Railroad Signalmen is offering a series of text books, prepared especially for signalmen, at a nominal cost. A thorough knowledge of the contents of these specially prepared texts will make you a valuable asset to the company for which you work.

Text No. 1 deals primarily with carrier rules, motorcar operations, and the fundamentals of electricity as relating to signal devices, circuit symbols and nomenclature.

Text No. 2 explains signal terms and definitions, relays and relay circuits, track circuits, line circuits, code lines, and batteries used in signaling. Meters are also discussed in this text.

Text No. 3 emphasizes and explains the purpose and function of different types of relays, automatic signaling, time code control, and deals with the first principles of electronics.

Text No. 4 explains in detail the use and function of traffic control systems of signaling, and an elementary study of power switch machines.

Text No. 5 furnishes information regarding crossing protection, steady track battery on coded track circuits, polar stick relays, both front and back contact cut sections, and ICC tests of signal equipment.

Text No. 6 deals exclusively with a simple automatic interlocking and modifications necessary to operate it by remote control.

Text No. 7 is a comprehensive digest of information related to the TCS control machine; the generation and transmission of codes; chain repeat action of coding units; and indication code preference.

Text No. 8 covers electric locked switches; and maintenance procedures for detector devices, coded track circuits, carrier equipment, and diesel generators.

Mr. P. T. Drummond, Secretary-Treasurer
Brotherhood of Railroad Signalmen
2247 Lawrence Avenue
Chicago, Illinois 60625

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Retired Vice President Ira M. Fisher Passes

RETIRED VICE PRESIDENT IRA M. FISHER passed away suddenly at his home in Belle Plaine, Iowa on September 30. He was 74.

Brother Fisher, one of the most popular officers to ever serve our Brotherhood, retired on September 30, 1958, after he announced earlier in the year that he would not be a candidate for reelection at our Brotherhood's 34th Regular Convention held in Miami, Florida in August of 1958.

The popular "veep" left a unique and outstanding record of service with our Brotherhood to be remembered by all who were fortunate to know him. He was an officer of the Brotherhood, continuously, since he joined Chicago & North Western Local 43 in February 1918. He transferred to the signal department on the North Western after working about a year as a leverman on the same property.

Brother Fisher was elected secretary-treasurer of the Local at the first meeting he attended and his rise in the Brotherhood was constant after that time. In 1919, Brother Fisher was elected a member of Local 43's Grievance Committee, and on January 1, 1920 he was elected chairman of the Grievance Committee. Six months later he was elected Vice Chairman of the C. & N. W. General Grievance Committee and in September 1920, he was elected General Chairman.

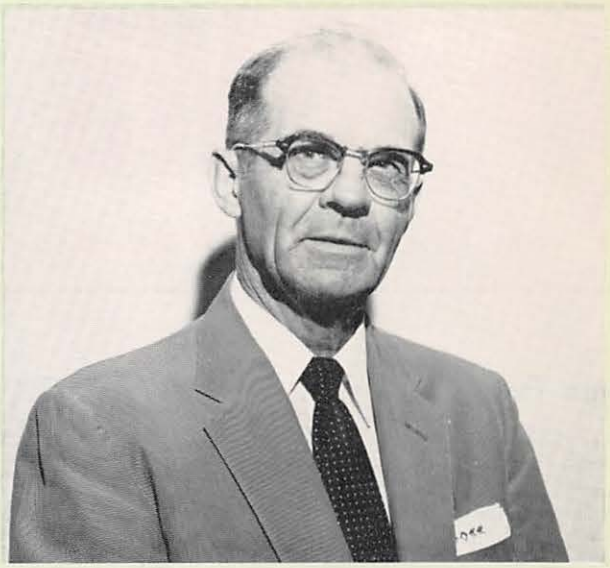
He was reelected to the top position on the C&NW General Grievance Committee at subsequent elections until he left the job in June 1941 to accept a job as Grand Lodge Representative with headquarters in Washington, D.C. Late that same year he became assistant to President A. E. Lyon at Chicago and remained on that job until he was elected a Vice President at the 1942 Convention.

During his long career with the Brotherhood, Brother Fisher fulfilled practically every type of assignment that falls to a railroad union officer. He handled grievances and claims at the local and system level, prepared submissions to the National Railroad Adjustment Board, and participated in negotiations on agreement revisions at the local, system and national level.

Brother Fisher attended 24 Brotherhood Conventions during and after his active Brotherhood career. He attended our Brotherhood's Convention held in Chicago last August and was the presiding officer at the installation ceremonies where he administered the oath of office to the elected Grand Lodge Officers. Brother Fisher performed this duty on three other occasions—at the Miami, Denver and Montreal Conventions.

At the time of his retirement, Brother Fisher told the Journal that he treasured above all else the many friends and acquaintances he made over the years while serving as an officer of the Brotherhood. We can say without fear of contradiction, that Brother Fisher's acquaintances treasured and will continue to treasure their friendship and association with him while he served the Organization as well as during retirement.

Brother Fisher was born in Belle Plaine and after retirement, continued to make his home there. He



was active in local civic affairs and served for several years as a Justice of the Peace in Belle Plaine and was filling this position at the time of his death.

The Grand Executive Council and Grand Board of Trustees met in Chicago on October 3 and 4 and adopted the following resolution:

> "With feelings of deepest regret, the Grand Executive Council and the Grand Board of Trustees, Brotherhood of Railroad Signalmen, records the passing on September 30, 1967, of a retired fellow officer, Brother Ira M. Fisher.
>
> "We realize to the fullest extent the still heavier loss sustained by those nearest and dearest to him, and because of the warm personal feelings inspired in our hearts by his kindly unselfish life, be it
>
> "RESOLVED, That we inscribe upon our records this tribute to the memory of one who was held in high esteem by his associates; and be it
>
> "RESOLVED FURTHER, That a copy of this Resolution be transmitted to the family of our deceased Brother, together with the assurance of our sincere sympathy, and the hope that these words of esteem and consolation may be a solace in the years to come."

In commenting on Brother Fisher's passing, President C. J. Chamberlain said: "Those of us who worked closely with him knew him to be a capable conscientious officer who was devoted to the cause of serving his fellowman. Brother Fisher will long be remembered by us and we are grateful for having had the opportunity of knowing and working with him for many years."

Brother Fisher is survived by his widow, Gretchen; two sons, Robert, a member of Local 43, and Paul who recently resigned from the C&NW signal department; and four daughters, Barbara Fisher, Catherine Weaver, Theresa Tesar and Dorothea Brisco, to whom the officers of Grand Lodge and Brother Fisher's many friends extend sincere sympathy.

LOCAL LODGE NEWS

By, for and about B. of R. S. members

Santa Fe

McPHERSON, KANS. (33). Local 33 held its latest meeting at Kansas City, Mo. in the President Hotel. Chief Signalman Roberts chaired the meeting. Local Chairmen Page, Henry and Pulliam were in attendance. General Chairman W. H. Lewis was present with his usual excellent comments on various articles. Vice President Ben Steuerwald was a welcome visitor. Brother Ben informed the Local this would probably be his last opportunity to visit with this Local due to his recent election as Vice President, Eastern Territory. He invited the members of Local 33 who happen to be in the Washington, D. C. area to visit him there. The Local wishes him all the success and will miss his visits considerably.

The main items of business were the reports of the Delegates to the Convention and the report of two very interesting insurance programs which have been presented to the management concerning travel risk and sick leave benefits, also most important is the new training program which appears to be going into effect soon.

We had two welcome retired visitors at this meeting, Pug Tanner, from Oklahoma City who just returned from a trip to Mexico City, and Charlie Guyer from Independence, Mo. Both of them are in the best of health and are enjoying their retirement.

MAX E. CRAFT

Seaboard Coast Line

FLORENCE, S.C. (84). The regular meeting of Local 84 was held in Savannah, Georgia on September 9 and was called to order by Chief Signalman H. C. Wellons. Brothers E. M. Smith and T. E. Long were appointed Chaplain and Inside Semaphore.

The minutes of the previous meeting were read and approved.

The applications of J. H. Sykes, Jr., Charles D. Smith, J. E. Harvey and H. B. Gaillard were voted on and approved.

We were happy to have Brother W. L. Stapleton, retired Signal Inspector with us.

Vice President T. H. Gregg and President C. J. Chamberlain were with us and gave information on questions asked by members. We also had General Chairman Harper with us and he gave some points on different issues that were raised.

Brother M. C. Deas was installed as Secretary-Treasurer.

Our best wishes to our sick members, Brothers R. B. Daniel, J. R. Cleland, S. A. Gowen and Leo Savage.

Brothers A. T. Croom, G. H. Davis, M. R. Coker and H. Williams have retired as of September 30. Our best wishes to them in their retirement.

M. C. DEAS

C.N.—C.P.

WINNIPEG, MAN. (12). Our regular meeting was held at the Assiniboine Hotel in Winnipeg on September 9 with Grand Lodge Representative A. N. Cotton in the chair at the request of Chief Signalman J. Hodgdon.

The following members were present: H. Weseen, K. Norman, A. Gimble, R. Frederiksen, M. Mykietowich, K. Reitter, P. Kanski, R. Law, J. Platt, J. Hodgdon, A. N. Wright, H. Patson, G. Maycock, P. Cairna, R. Puish, S. Lawson, G. Nelsen, and Grand Lodge Representative A. N. Cotton.

The minutes of the previous meeting were read and accepted. There were no propositions for membership.

Brother Wright is processing a grievance wherein a temporary helper's position was not awarded to the senior applicant. He also mentioned that he does not have anyone to exchange weekends with.

The effect of the current CNR staff reduction was discussed. Since some gangs are working 10 hours a day, the question arose that if the gangs were only working 8 hours a day, would these reductions be necessary. Brothers Cotton and Platt will look into this matter.

Brother Kanski is processing a grievance by a member who was not paid for traveling home from Winnipeg on his rest day after attending the signal training classes.

In the future, if temporary helpers are brought in to work in Winnipeg Terminals, the Brotherhood will look into the possibility of having them bulletined.

Brother Wright inquired if a man was working in Ontario on August 1 and in Manitoba on November 11 would he be paid for both holidays. Brother Cotton said he would get one or the other and in some cases both.

The question was asked how long a person could be held on his previous job after he was awarded another job by bulletin. If he is not put on his job on the day the bulletin was issued, he can claim expenses and also the extra money involved, if any, until he fills his new job.

Brother Jablonski was not present but the members were informed that plans have been finalized for the Smorgasbord and Dance to be held at the Lincoln Motor Hotel on McPhillips Avenue. Tickets are $3.50 per person and can be obtained from the entertainment committee or write to Brother R. Jablonski, Old Kildonan Post Office. Brother Cotton has written for door prizes.

Brother Platt reported to the members on the Convention in Chicago. The complete transcript of the Convention is available from Brothers Platt and Wright on request.

Brother L. E. Young has been off sick for most of the summer but expects to be back to work later this month. Mr. R. K. Shannon suffered a heart attack recently and he was sent flowers from the Local.

In the future any undue expenses not covered by By-laws or the Constitution should not be made unless this expenditure has been authorized by a vote of the members at a regular meeting.

Brothers Platt and Wright presented bills for expenses incurred at the Convention. Brother Platt also had expenses incurred while attending an investigation. Brother Kanski also presented a bill for attending the July 8 and September 9 meetings and phone calls. Motion that these bills be paid carried.

Brother Lawson mentioned that his helper has been relieving all year and he has been without help all this year. Brother Cotton will look into this.

The above photo was taken at Local 111's second annual picnic. From reports, all in attendance had a good time.

Brother Cotton will order some copies of the CRLEA Circular No. 2 for distribution to members and they will be paid for from Local funds.

The new approved by-laws are being mimeographed and will be distributed shortly. After some discussion a motion was made and carried that the initiation fee be raised from $5.00 to $10.00 effective November 12, 1967.

Brother Cotton has arranged a meeting with the company on the proposed new signal department training program agreement.

It was mentioned that although the $15.00 allowed to the Secretary-Treasurer was voted on at the May 13 meeting, no record was in the minutes. Motion carried that the $15.00 payment be effective May 13, 1967. Discussion was held on the possibility of improving the interest rate of Local funds.

A discussion was had on the progress the company was making with regard to establishing a relay repair shop in Winnipeg. Brothers Cotton and Platt will arrange to meet with the company and find out what plans there are in this matter.

R. L. LAW

Union Pacific

POCATELLO, IDAHO (111). Local 111's second annual picnic was held at lower level of Ross Park, Pocatello, Idaho. A head count tallied 65 present.

A keg of beer, a tub of soda water, plenty of ice cream and candy bars were served to go along with the very tasty and attractive lunches each family brought.

Horseshoes was the main game. Brother Lee Lake was photographer and a perfectionist he is? Thanks, Lee. If by any chance the picture is too bright, that's the personalities of LeRoy Kramer and Ed Clark!

Secretary-Treasurer Norman Hansen and wife were present. What a wonderful surprise to have retired Signal Maintainer Fred Elbers and wife in attendance. Retired Maintainer John Gruse and wife from Caldwell, Idaho and retired Relay Repairman Garrett Daniels from the California roster were also present.

Oh, yes, we invited the consolidated signal shop personnel. You can bet your last dime when beer was mentioned most of them showed. No, really, they are a nice bunch of fellows.

Brother Dale Swan reported the suds were fine, with what goes with it. Robie Robinson also had a small cup or two.

It was reported that a good time was had by all. Thanks to Brother Hendricks of the Consolidated Club Coconut, for the contribution toward the picnic. I wish to thank all who helped in any way for the success and hope to see all of you at next year's frolic and fun.

O. E. ANDERSON

New York Central

INDIANAPOLIS, IND. (15). The October meeting of Local 15 was held on October 14 in the Birch Room of the Claypool Hotel with 10 members present, including General Chairman R. T. McGill.

Five new applications for membership were submitted.

The grievance committee and Brother McGill reported on the progress being made in the 6 claims against the carrier.

Four members were reported sick and retired Brother Ernest Froman passed away.

Procedure at the Triennial Convention was very adequately explained by our delegate after which a discussion was held on the changes in the Constitution and on the new agreement.

L. J. ROBBINS

General Chairman R. B. Park Has New Address

General Chairman R. B. Park has notified the Journal that effective October 1 mail should be sent to him at the following address:

Room 1208, Commonwealth Building
1201 Chestnut Street
Philadelphia, Pennsylvania 19107.

Louisville & Nashville

NEW ORLEANS, LA. (137). Brother

Congratulating Brother C. W. Amos, (center) on his recent retirement are J. K. Taylor, (left) supervisor, C&S, and Brother Robert F. Massey, leading signal maintainer, Mobile.

Charles W. Amos of Atmore, Ala. retired from the Signal Department of the Louisville & Nashville Railroad on August 25, 1967.

On hand to congratulate Brother Amos on his retirement was Supervisor of Communications & Signals J. K. Taylor and Leading Signal Maintainer Robert F. Massey of Mobile, Alabama.

Brother Amos started work in the Signal Department of the Louisville & Nashville Railroad on April 21, 1921 and is a long and respected member of Local 137.

The officers and members of Local 137 join his friends in wishing him many years of good health in which to enjoy his well earned retirement.

W. M. NOONAN

Obituary

Augustus F. Lowe, retired member of Local 149, Pennsylvania Railroad, passed away recently. He was 79.

Brother Lowe was employed as an assistant foreman at Toledo, Ohio at the time of his retirement in May 1950 after completing 32 years of service.

The officers and members of Local 149 extend their deepest sympathy to the surviving members of his family.

ED.

Ronald A. Holman, retired member of Local 112, Pennsylvania Railroad, passed away recently. He was 72.

Brother Holman was employed as a signal maintainer at Wellsburg, West Virginia at the time of his retirement May 4, 1957 after completing over 42 years of service.

The officers and members of Local 112 extend their deepest sympathy to the surviving members of his family.

ED.

Ernest Froman, retired member of Local 15, New York Central System-Lines West, passed away recently. He was 77.

Brother Froman was employed as a signalman at Mattoon, Illinois at the time of his retirement on October 14, 1957 after completing 32 years of service.

The officers and members of Local 15 extend their deepest sympathy to the surviving members of his family.

ED.

Iverson Hayden, retired member of Local 20, Atchison, Topeka & Santa Fe Railway System, passed away July 23. He was 72.

Brother Hayden was employed as a signal maintainer at Marceline, Missouri at the time of his retirement October 1, 1960 after completing 42 years of service.

The officers and members of Local 20 extend their deepest sympathy to the surviving members of his family.

ED.

William T. Fry, member of Local 21, Kansas City Terminal Railway Co., passed away on October 3, 1967 at the age of 47.

He was a World War II veteran and a member of Local 21 for 20 years.

Survivors include his widow and daughter to whom the officers and members of Local 21 extend their deepest sympathy.

H. E. NIXON

Ira Davis, retired member of Local 55, Norfolk & Western Railway Co., passed away recently. He was 70.

Brother Davis was employed as a signal maintainer at Jacksonville, Illinois at the time of his retirement October 1954 after completing 30 years of service with the Wabash and Union Pacific Railroads.

The officers and members of Local 55 extend their deepest sympathy to the surviving members of his family.

ED.

Wilhelm E. Sanner, retired member of Local 26, Reading Co., passed away September 17. He was 90.

Brother Sanner was an active member of the Local and served as Local Chairman and also instructed in the signal school. He began his career in 1904 and was a foreman on the Reading Division at Reading, Pa. at the time of his retirement July 31, 1942.

Survivors include three sons and one daughter to whom the officers and members of Local 26 extend their deepest sympathy. L. VANINO

Harry D. Ibach, Jr., retired member of Reading Local 26, Reading Co., passed away September 20. He was 63.

Brother Ibach was an active member of the Local and served as trustee for Local 26. He began his signaling career in 1943 and was a signalman on the Reading Division, Reading, Pa. at the time of his disability retirement due to injuries sustained while performing line work on August 1959.

The officers and members of Local 26 offer their sincere sympathy to his widow and surviving members of his family. L. VANINO

Harold Auch, signal maintainer and member of Local 53, Reading Railroad, Philadelphia, passed away on September 18.

Brother Auch was a veteran of 22 years of service with the Reading Railroad and his untimely death came as a shock to all who were associated with him.

The officers and members of Local 26 extend our deepest sympathies to his widow and other surviving members of his family. C. J. O'DONNELL

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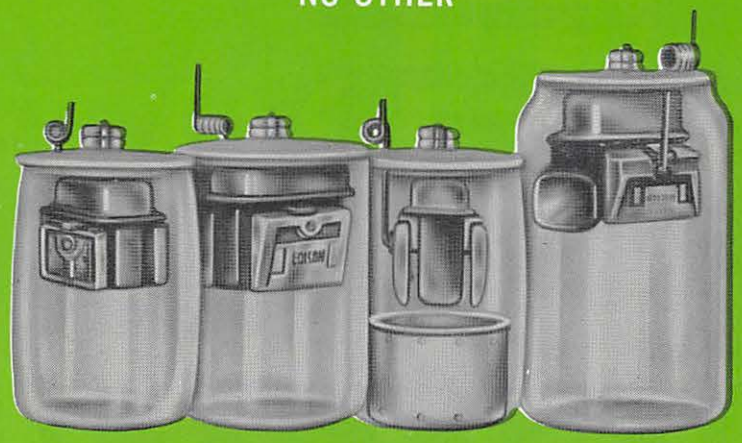

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